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TOPICS - OF - THE - DAY

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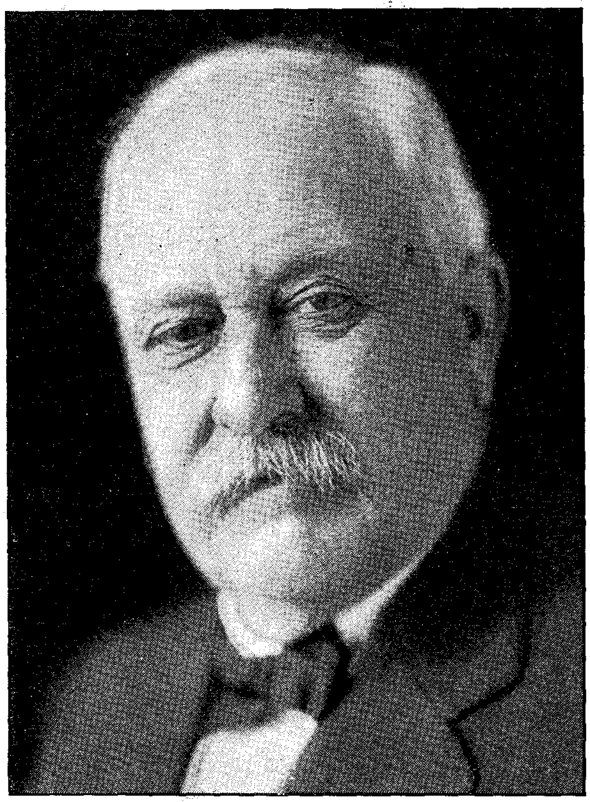
THE TARIFF BILL AND THE NATION'S PURSE

AS EVERYONE'S POCKETBOOK is touched by the tariff, either in its effect on prices or on prosperity, the stormy course predicted for the tariff bill reported to the Senate last week is a matter of profound concern to the average citizen, no matter how slight may be his affiliation with or interest in political parties. Both its friends and foes agree on that. But there the agreement stops.



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"WE'LL HAVE AMERICAN VALUATION, OR WE'LL BE HERE TILL THE SNOW FLIES,"

Announces Representative Joseph W. Fordney, father of the House tariff bill, declaring war on Senator McCumber's foreign-valuation amendment. This issue is regarded as the storm center of the tariff controversy.

Thus Senator Porter J. McCumber, of North Dakota, chairman of the Senate Finance Committee which has been intermittently at work on the tariff bill since it passed the House last July, assures us that it is "a consumer's tariff" which "will bring prosperity to the whole country by providing markets for producers and work for the consumers"; Representative Joseph W. Fordney of Michigan, father of the House bill with which the Senate measure must ultimately be reconciled in conference, fondly characterizes his child as "the Constitution of a uniform and universal prosperity"; and many Republican and independent papers agree with the Seattle *Post-Intelligencer* (Ind. Rep.) that the Senate bill represents a long step "toward the stabilization of American business," and that the sooner the new tariff schedules are permanently fixt "the better off will be the country, its business and its industry."

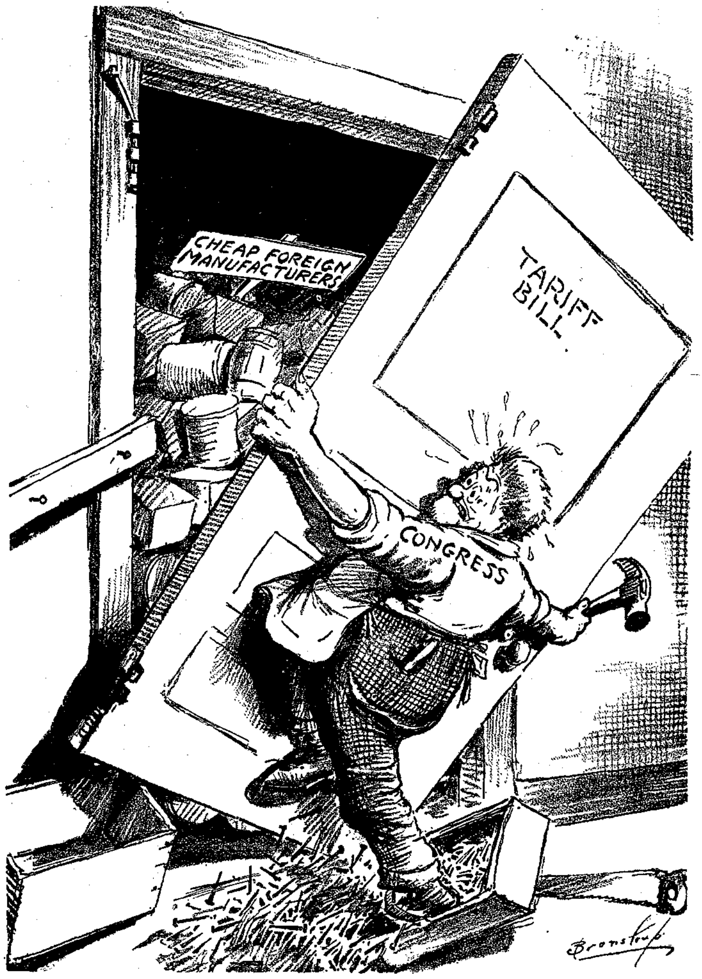
But no less definite and emphatic are the assertions, from Republican and independent as well as Democratic quarters, that the proposed tariff measure will deal a crippling blow to American business and will hit the American consumer by increasing the cost of living. It is "a bill to raise living costs and hamper trade," declares the New York *Journal of Commerce*, one of the country's leading organs of business. "It is something of a shock to learn, if the analysis of the Associated Press is accurate, that the rates of the bill are, on the whole, higher than those of the Payne-Aldrich Law," remarks the staunchly Republican New York *Tribune*, which adds: "If President Harding stands for reelection it is scarcely fair to handicap him as was President Taft in 1912 by the Payne-Aldrich Act." In another editorial it warns the Republican party that "the present is no time to go tariff mad," and suggests that "the enactment of a permanent tariff may well be postponed until normalcy abroad is attained." This bill, says the St. Louis *Globe-Democrat*, a strong Republican organ, "seems to have applied the principle of protection to everything, without regard to present world conditions and without regard to our altered position in relation to the world's trade." If our tariff does not permit fair competition with other countries, asks this St. Louis journal, "how are we to maintain the world trade that is now so essential to our prosperity?" "The Senate must give ear to the changed conditions of world trade due to our change from a debtor to a creditor nation," warns the Syracuse *Post Standard* (Rep.), which adds: "It must give ear also to a demand that the rates on foodstuffs shall not be the highest ever levied." As the Boston *Transcript* (Ind. Rep.) sees it, the Senate bill is animated chiefly by this idea: "Give the Western producers all they want on wheat, hides and wool, and never mind whether the manufacturer gets compensatory protection on his products or not." To quote this New England paper further:

> "Party guidance is thrown to the winds. This is undoubtedly due to the prevalent chaotic condition not only of conditions and of interests, but of views. There may be some consolation in the fact that it will take a long time to straighten out this chaos of views and that the delay will give an opportunity to get rid of some of the injustices involved in the Senate bill. But in the meantime the manufacturers of the country are carrying all or most of the expenses involved by the war without the market which the war created, and are consequently pretty nearly paralyzed. In this situation they are to some extent prepared to regard strikes as a blessing and are content to let the tariff repose on the switch."

Already the Republican Administration has been in power more than thirteen months "and the tariff law still seems far in the future," remarks another Republican paper, the Columbus

Ohio State Journal, which goes on to explain why it does not altogether deplore this delay:

"Economic conditions in the world have changed so much since the war that the tariff problem is vastly altered. We are the creditor nation now, and the only way in which our debtors can pay is in their products. Our agricultural and manufacturing interests need as never before a wide, free foreign market. No one, apparently, except the hard-shelled old high protectionist, who is wrong about it, has a clear idea of just what ought to be done. It is important to be fairly sure we are right before we go ahead. This is one of the cases where it is better to do nothing than to do the wrong thing."



TROUBLES OF A DOOR HANGER.

—Bronstrup in the San Francisco *Chronicle.*

Even the farm journals do not seem enthusiastic over the Senate bill, despite the fact that many of its schedules are said to have been dictated by the "farm bloc." *The Business Farmer,* of Mount Clemens, characterizes it as "a very acceptable gift horse for the farmers, provided they do not look into its mouth"; and this Michigan paper goes on to say—

"A casual examination and comparison with former tariff measures would lead agriculture to believe that its long-cherished dreams had come true and that it is at last to sit in the front pew of the world's protected markets. But a closer inspection dispels some of these fond illusions. Nearly all the agricultural items are in terms of specific duties. Reduced to an ad valorem basis at current valuations and compared with the ad valorem rates on commodities of which the farmer is a large purchaser, we find that the agricultural schedules are actually among the lowest on the list, amounting in few if any cases to more than thirty per cent. Of what benefit to the farmer is a twenty-five per cent. duty on a world grain like wheat, of which we produce a large surplus, when he must turn right around and pay a forty to eighty per cent. duty on the majority of things he buys? The value to the farmer of a tariff on corn and oats is negligible. The duties on dairy products are badly needed and none too high. The duty on sugar is an affront to every American consumer. Michigan is an important sugar-beet-growing State, but only ten thousand of her two hundred thousand farmers grow beets. But three and a half million Michigan people are asked to add several million dollars to their sugar bill for the direct benefit of a few hundred sugar-mill stockholders and the very small indirect benefit of the handful of beet-growers."

In similar vein *The Southland Farmer,* of Houston, Texas, declares the tariff bill "a betrayal of agriculture," and explains that this betrayal lies in "the promise of protection for farm products, which is impossible to bring about because we are an export nation for the main farm crops." This promise, it avers, merely gave the tariff framers an excuse for putting high duties on manufactured products. We read further:

"Written into law this tariff will bring the farming regions of the West and South under still greater bondage to the industrial sections of the East and North. The emergency tariff showed the fallacy of any tariff helping prices for farm products to any extent worth considering. This tariff will add nothing worth while to returns for the farmer, but will add hundreds of millions to the cost of what he must buy.

"The bill is one written by special interests for such interests, with little regard to the plain people of the country, and it takes no prophet to foretell what its enactment will cost the Republican party responsible for it."

The big battle for the protection of the farmer's interests "is still to be fought," declares the New York *American Agriculturist,* in which we read further:

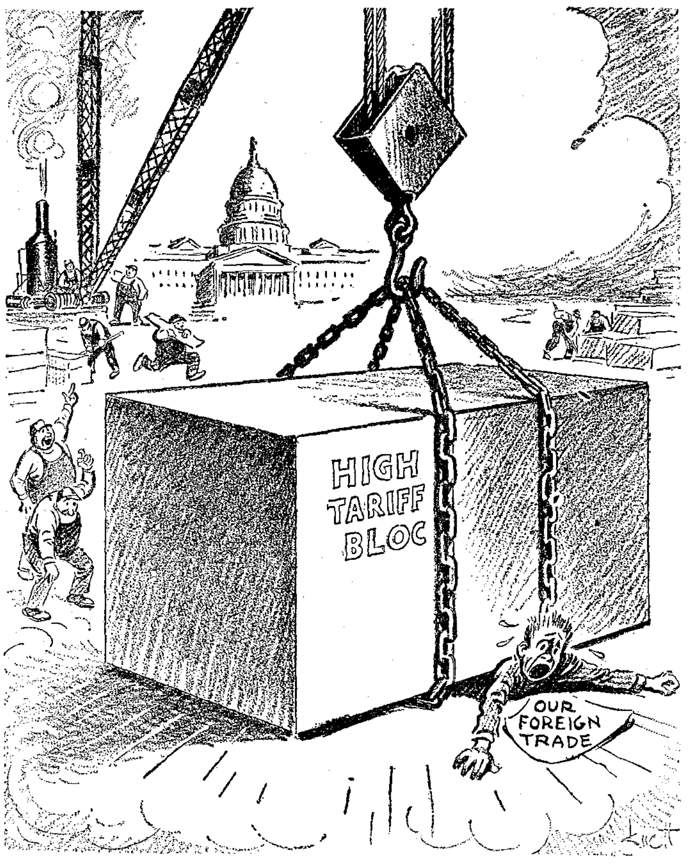
"In the long siege ahead on the McCumber Tariff Bill our legislators need bear one thought in mind if they intend to make good with their farmer constituents. The schedules on such products as raw wool, vegetable oils, poultry products, potash, hides and cotton which have been urged by organized agriculture are vital in the minds of farmers. No equivocation, no compromise and no sidetracking will satisfy the demand for real protection against the importation of substitute or inferior products such as those now undermining the dairy business. They must bear in mind too that products basic to crop production, such as the raw fertilizer salts, must be duty-free so that production is encouraged as cheaply as possible."

Turning to the independent dailies that don't like the new tariff bill we find the St. Paul *Dispatch* ridiculing the idea that it can "work the miracle of protecting industry and agriculture alike—a patent impossibility unless the fundamental laws of economics are repealed at the same time." But assuming that both the farmer and the manufacturer are to be protected, adds this Minnesota journal, "what of the great unregarded masses of consumers?" This bill, says the New York *Herald,* an independent paper with marked Republican leanings, "completely shuts America out of foreign markets, except in our raw materials, notably cotton and copper." It "will make trouble for the consumer," declares the New York *Evening Post.* If we pass the McCumber tariff, or even the Fordney version of it, says the New York *Globe,* "we practically make Europe a present of the eleven billion dollars she owes us." For—

"She can't pay in gold, and we wouldn't let her if she could, for it would be ruinous to us to receive it. She can only pay in goods, and against those goods we now propose to erect impossible tariff barriers."

This bill, agrees the Kansas City *Star,* "is a serious economic mistake," the immediate effect of which will be to increase the cost of living. The farmer, it adds, will find that the protection offered his products "is an illusion" while "the protection on what he has to buy will be real." The measure, says the Springfield *Republican,* "is open to severe attack by those who believe that the price of commodities should not be raised." The Senate "should modify it with a liberal hand in obedience to the logic of the world situation and of the just claims of the American consuming public," says the Chicago *Daily News.* The bill, avers the Indianapolis *News,* "represents an outrageous abuse of the taxing power."

Turning to the Democratic press, we find condemnation virtually unanimous. The measure "spells calamity," declares the New York *World.* "The wild horses of the agricultural bloc have run away with the Republican party, and the Senate tariff bill is the result," says the New York *Times.* This bill "would deny the only hope to returning prosperity," according to the Raleigh *News and Observer.* "The elections for forty years indicate that this new scheme for increasing the cost of living is a favorable augury for the Democrats in this year's Congressional elections and the Presidential election two years later," says the Philadelphia *Record.* The Atlanta *Constitution* reminds the Republicans that "in the end there is, of course, only one source from which every dollar of 'protection' revenue must come, and that is from the masses of the people—not from the interests enjoying the 'protection.'" "The consumer will pay the bill," predicts the Louisville *Courier-Journal.* It is "protectionism run mad," declares the Richmond *Times-Dispatch,* which warns us that its effect will be to "impose an unbearable burden upon consumers throughout the whole country." "All who envisage the United States as a world commercial power frankly regard the measure as grotesque and impossible," according to the Baltimore *Sun.* It is "a highly reactionary bill," says the Cleveland *Plain Dealer.*



LAYING THE FOUNDATION OF THE TARIFF WALL.

—Knott in the Dallas *News.*

When we turn to the friends of the Senate Tariff Bill we find its official sponsor, Senator McCumber, characterizing it as "the first national tariff bill in our history." It is more, says the North Dakota Senator, as quoted in the Washington dispatches—

> "It is a consumer's tariff. Its object is to restore the buying power of the country. This bill, when accompanied by a reasonable reduction in transportation and production costs, will bring prosperity to the whole country by providing markets for producers and work for the consumers.
>
> "We have written this tariff on the basis both of protection and revenue. No rate is so high that it will shut off reasonable foreign competition nor so low that the American manufacturer with economy of production can not hold his full share of the American market."

In this statement the Senator expresses views which are widely repeated and enlarged on by the Republican press. The Minneapolis *Journal,* for one, likes the bill and considers it "a considerable improvement over the House Bill." It seems to the Des Moines *Capital* that the Senate Committee has paid careful attention to both consumer and producer. The Portland *Oregonian* thinks the new bill is "justified as an effort to place American industry on equality in the American market with other countries producing at lower costs." The McCumber bill, says the Omaha *Bee* (Rep.), "will afford to American farms and mills, the producers and workers of the country, security against the competition of foreigners, already invading and underselling home markets." The Senate Committee in preparing this bill, remarks The Milwaukee *Sentinel,* "appears to have kept in mind the essential fact that, while American industry must be protected, especially those industries which have grown up since the war and are threatened by foreign competition, conditions have changed, and some things which were wise and beneficent policy a decade ago may prove the reverse to-day." The new tariff delights the Kansas City *Journal* (Rep.) because it "corrects the vicious features of the Underwood Act which was steadily heading the country toward an era of industrial depression when the war halted the downward trend." Similarly, in the East, the Manchester (N. H.) *Union* (Rep.) welcomes this bill because "industry in this country has long been suffering from ruinous foreign competition due to the lack of a well-digested tariff measure." This tariff, says the Pittsburgh *Gazette-Times* (Rep.), "will be as a dam against the menacing flood" of imports, and will keep prices at "levels that will assure employment of Americans at satisfactory wages."

While farm papers already quoted are critical of the bill introduced by Senator McCumber, it seems to the Philadelphia *Public Ledger,* an independent paper which supported the last Republican ticket, that "the farmer has been given about everything he could think of in the way of tariff help"—

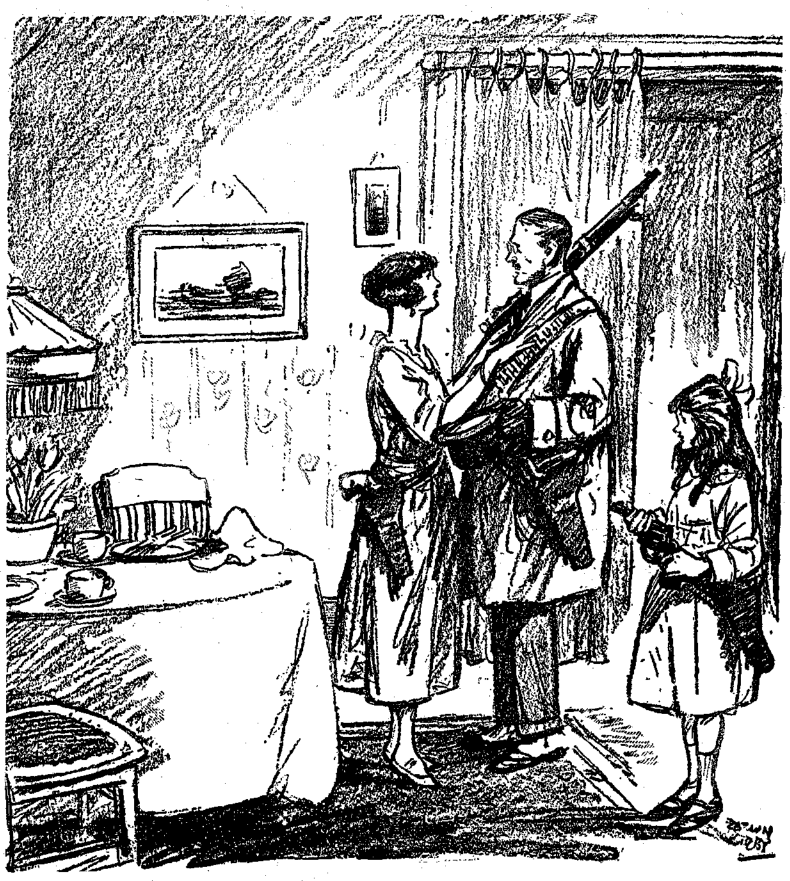
> "No more will frozen muttons from New Zealand, beef from Melbourne or the Argentine, eggs from Hongkong, butter from Copenhagen or soy-bean oil from Japan play hob with his markets and vex his soul. Argentine corn and hides will trouble him no more. The farmer is walled in back of a tariff that should satisfy most of the ardent protectionists and place the farm on the long list of favored industries. Mid-West corn-grower and Eastern manufacturer have joined hands across the Alleghenies.
>
> "One of the strongest points in the bill as reported is the maximum-minimum provision, which will make of the Tariff Commission the real rate fixer within the definite limitations provided by the measure. This is the greatest single step toward making the tariff a workable and adjustable machine, rather than a plaything for politicans, that has been taken in years."

In the San Francisco *Chronicle's* opinion:

> "Such differences in rates as may exist between the two Houses will easily be settled by the usual give-and-take method.
>
> "But the prospect is for a rather strenuous contest between the advocates of American and of foreign valuation."

CITIES HELPLESS IN THE GRIP OF CRIME

AN EVEN HUNDRED MURDERS in the first three and a half months of 1922, and 126 hold-ups are part of New York City's unenviable crime record, according to the New York *World*, a record that "in London or Paris would compel a Parliamentary inquiry." "If the robberies committed during the winter were catalogued they would cover a page of this newspaper," declares the New York *Tribune*. But the Chicago *Journal* believes that "if any medals are to be awarded for the greatest number of homicides per capita in the large cities, that doubtful distinction would probably go to Chicago." Robberies and hold-ups have become so prevalent in Chicago, notes the Pittsburgh *Dispatch*, "that any man who has to walk three blocks from a car line to his home hasn't an even chance of reaching his fireside in safety." Certainly conditions are such that Chicago theaters complain because of the serious consequences to their business. Apparently the "crime wave" is still surging, altho the Chicago Crime Commission, a volunteer body, reports that major crimes have decreased in that city. "Murders decreased from 330 in 1919 to 190 in 1921; burglaries from 6,108 to 4,774, and robberies from 2,912 to 2,558."



A NEW YORKER STARTS TO BUSINESS.

—Kirby in the New York *World*.

But New York and Chicago are not the only cities afflicted with what the New York Evening *Post* calls "a scrofula of crime," and the New York *Herald* an "explosion of crime." The Indianapolis *Star* flatly declares that "there is not a city of importance in the country that is not having serious trouble with criminals." "There are bank robberies, hold-ups and burglaries from one side of the country to the other," adds *The Star*, "and the police in all cities seem to be ineffective to a surprizing degree." In Indianapolis, observes *The News* of that city, "the number of hold-ups and robberies for the first three months of 1922 is almost twice that for the corresponding period in 1921." In Detroit, however, the crime list was reduced 58 per cent. in 1921, mainly through cooperation of the police department, the prosecuting attorney, and the courts. Philadelphia, too, notes the Boston *Herald*, has found an effective way to deal with the crime wave. As the Boston daily explains:

> "All the law enforcement agencies of the city dropt their bickerings and got busy at the same time. The board of judges doubled the number of criminal courts. For five weeks the judges, assistant district attorneys and city and county detectives kept incessantly at work. Precedents were broken. Delays were not tolerated. Thus Philadelphia handled the longest list of criminal cases in any single term of the history of its criminal courts. Of these fifty-nine were homicide cases involving sixty-four defendants.
>
> "The district attorney notified the public at the end of the clean-up that the office had caught up with its job, that the dockets were cleared, and that within a week of arrest criminals now could be placed on trial. The criminal classes understood. Justice swift and sure awaited their apprehension in the future. They heeded the warning. The results of the campaign are said to have surprized its most ardent promoters.
>
> "Criminals fear most of all quick trials and heavy sentences. Delays take the edge off the public reprobation of a specific crime, dull the memories of witnesses, afford opportunity to devise ways to elude penalties. Criminals are far scarcer in Philadelphia to-day than three months ago."

Before we return to New York City, which appears to be entitled to the greater part of our attention, let us note the complaint of the Milwaukee *Sentinel* regarding Chicago. "It is easy for Chicago criminals to make raids into neighboring cities and get back to the comparative safety of Chicago by the time pursuit is under way," asserts this paper. In this the modern bandit is helped by the modern automobile—probably stolen for the occasion, we are told. Other handicaps imposed upon the officers of the law, according to the Chicago *Daily News*, are the "lax attitude of the judges, unscrupulous lawyers, crooked witnesses, and stupid or bribed jurors." Still another handicap, avers a Chicago judge, is "incompetence in the prosecution of criminal cases." Municipal politics is yet another, it is said. "With courts and peace officers allied in the protection of criminals, government in Chicago becomes a rule of crime, and no man's life or property is safe," asserts the Rochester *Post-Express*. As we look over the official figures of the Chicago Crime Commission as presented in the Indianapolis *News*, we find that—

> "The criminal court record shows that out of 6,723 defendants, 75.10 per cent. paid no penalty. In 225 murder cases, only 24.44 per cent. were punished. In 510 automobile cases, 31.56 per cent. convictions was the record. Over 69 per cent. of the persons charged with burglary were acquitted or dismissed, and over 73 per cent. of the alleged gunmen went unpunished."

"Pardons, paroles, and freedom on probation further helped to demoralize the police force of Chicago," notes the New York *Herald*. For—

> "In Chicago, as elsewhere, police efficiency is of little avail in suppressing crime if criminal prosecution procedure and criminal punishment are weakened by political influence, the toleration of straw bondsmen, weakness of the jury system, paroles, freedom on probation and pardons opening the doors of prisons for the exit of convicted criminals."

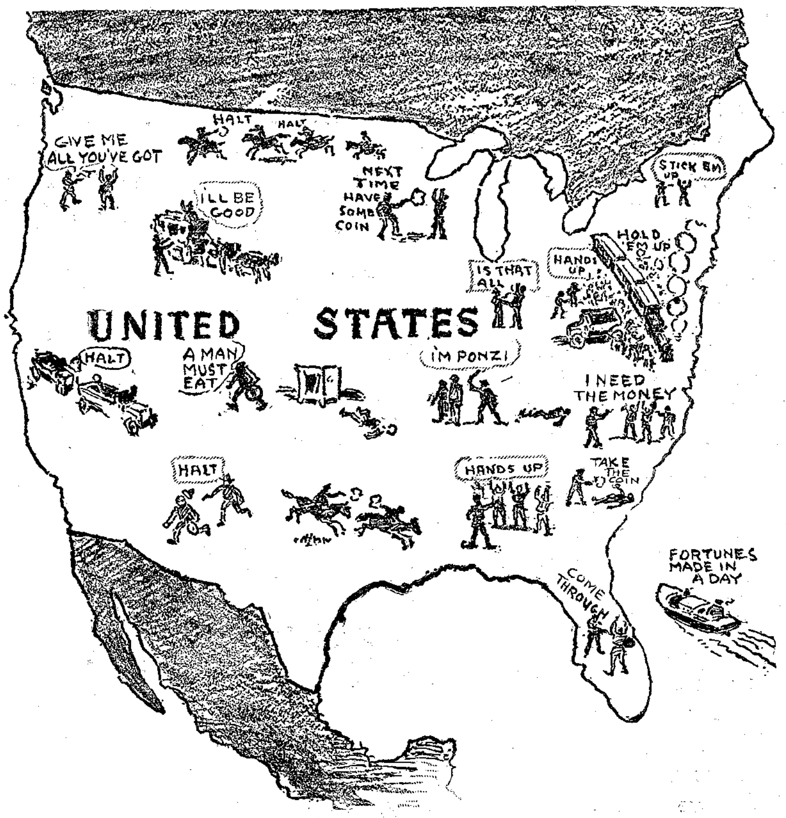
So numerous are bank and pay-roll robberies in New York City that several banks are reported as installing shooting galleries in the basements of their buildings. So numerous, too, are burglaries and hold-ups that in the first three months of this year more than 25,000 persons were given permits to carry revolvers. "This," observes the New York *World*, "is more than double the number of pistols or revolvers carried by the active members of the entire police department." And the number is still growing. Recently the Police Commissioner assured the people of the city that they would "be as safe on any street at midnight as at noon," yet many New York newspapers think the Commissioner was indulging in irony at the time, for, as *The World* puts it, "no one is safe at any time." Continues this paper:

> "Never before has there existed in this city such a situation as exists to-day. Never before has the average person, in his place of business, in his home or on the streets, had cause to feel less secure. Never before has a continuous wave of crime given rise to so general a wave of fear.
>
> "New York is becoming a community of gun-toters because everybody knows that the police administration has completely broken down, and because the record of crimes of violence is fast growing longer, and murder and robberies are rapidly increasing.
>
> "Instead of being a safe city New York is now the most unsafe of all the great capitals, so far as the protection of life and property is concerned. Conditions that the City Administration regards as little less than ideal would not have been tolerated even in Tweed's time.
>
> "There is less crime in New York, according to Police Commissioner Enright's letter to Mayor Hylan, than there was in 1917.
>
> "So Mr. Enright appears before the Board of Estimate and obtains 1,192 additional patrolmen.
>
> "So Mr. Enright reestablishes the nine-platoon system, which is equivalent to adding another 700 men to the force.
>
> "So Mr. Enright issues a pamphlet giving 126 specific directions for the prevention of crime.
>
> "*The World* is making no blanket accusations against the police or the Commissioner or the Mayor. Nevertheless, crime in New York has become a public scandal and a public reproach to the richest city in the world. It is a confession of governmental impotence which has no parallel among the great municipalities of the world. All the guaranties that civilized government is supposed to provide are suspended. The security of life and the security of property are equally a gamble. If the citizen is lucky he may not be robbed, if he remains lucky he may not be murdered, but it is all a matter of chance."

"The rank and file of the New York police force are a splendid body,' asserts the New York *Evening Post;* "as good as the 'bobbies' who make London a city in which one day of New York crime would furnish excitement for a year. But the basic evil is that the Police Commissioner has let the police morale deteriorate steadily." Recently more than a thousand policemen were added to the police force, but, observes the New York *Evening World*, "even if New York had a hundred thousand police, Commissioner Enright is not the man who should command them." As we read in *The Tribune:*

> "What New York needs is not a new police force, nor an increased police force, but a police force given proper leadership. The policemen on duty outnumber the criminals by more than a hundred to one. They have the law on their side. They have access to the records of every professional criminal in the country. They can at any time they choose enlist the aid of citizens in the pursuit of criminals. They can not, however, do what they must do if the crime wave is to be checked until they are specifically assigned to that duty and handled in the same way that a general would handle a force of soldiers in a battle."

When we seek the main causes of crime, not only in New York, but throughout the country, we are told by police officials of New York that they are, in the order named: Lack of employment, the aftermath of the World War, and the ease with which bandits can steal automobiles for use in hold-ups. The editor of *The Detective* (Chicago) assures us that there is a new crop of criminals, 3,000,000 strong, made up of youths ranging in age from 18 to 25. It is his opinion that not only men who became accustomed to firearms and to killing in the World War, and who entered the Army already familiar with firearms and crime, are among these three millions, but also the "silk-shirt gang" which worked in the shipyards and munitions plants, receiving fabulous salaries, and who now "are not content to do an honest day's work for an honest day's pay." The National Surety Company, which reports a 51 per cent. increase in the number of claims filed for burglary insurance over last year's figures, also adds as causes the increased number of drug addicts, and the paroling and pardoning of desperate criminals, together with the practise of suspending sentences.



EAST MAKES WEST LOOK LIKE AN AMATEUR.

—Buel in the San Francisco *Bulletin*.

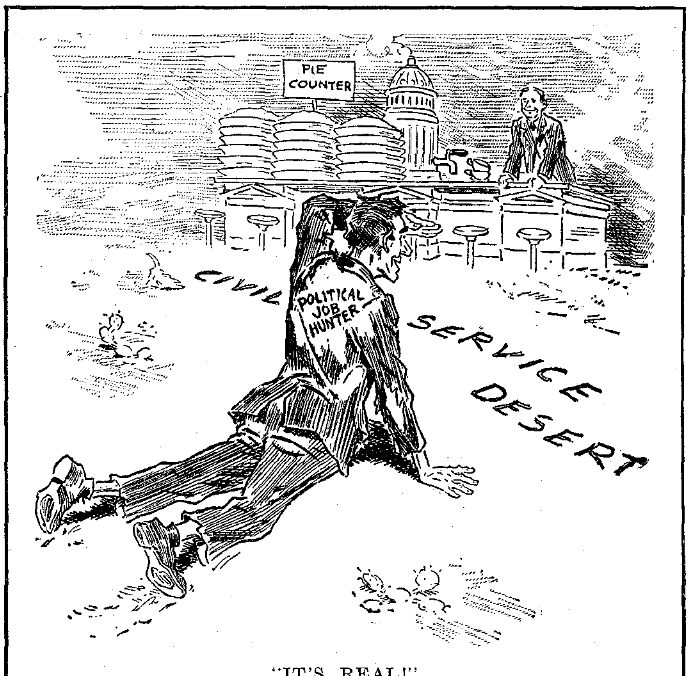
The superintendent of New York State's reformatories says that of 22,000 criminals whom he has examined, but four were college graduates, while in a group of 1,000 prisoners only 7 per cent. had high-school education, 25 per cent. had finished grammar school, and 64 per cent. had attended only primary grades. "Here is evidence," declares the Brooklyn *Eagle*, "that even a moderate amount of schooling is a positive and active deterrent to crime."

"The only way to lessen crime permanently is to strengthen the weak spot in our social fabric," believes the Washington *Herald;* "we must begin with the coming generation. In the schoolrooms or lack of schoolrooms of to-day lies the answer to the crime or lack of crime of the next decade or two." *The Herald* goes on:

> "Most criminals come from the ranks of the poor and ignorant. Their childhood was circumscribed by ugliness, with perhaps the shadow of vice hanging over it. Who can say that such a child is altogether to blame when he becomes identified with the 'gang'? Great numbers of children live in circumstances that encourage irregularity of life. We can only save them through education, through super-schools that leave nothing undone to help the child, who is the victim of unfortunate environment."

JOBS IN JEOPARDY

THE BIGGEST SENSATION *in the Government service since the days of President Garfield, say the Washington correspondents, has developed out of the dismissal of a* group of Treasury Department employees by Executive order. Not that any one accuses President Harding of trying to be sensational. He acted quietly one evening without any preliminary trumpet-blowing, solely, as he has repeatedly explained, "for the good of the service." But we see here again "how great a matter a little fire kindleth." Three days later the dismissed employees are at the White House demanding to be told why they were thrown into the ranks of the unemployed without benefit of civil service rules. Other employees in the classified service are spoken of as quaking with fear of sudden loss of their jobs. Friends of civil service reform are loud in their wail. The halls of Congress ring with Democratic protests against Republican infamy, inhumanity and hypocrisy, and with equally vehement defense of the Administration's motives and purposes. Editors and press correspondents join in the chorus. Through it all runs a note of uncertainty, friends and critics alike apparently feeling none too well-informed about the precise causes impelling the Administration to separate these workers in the Bureau of Engraving and Printing from jobs and salaries. In Washington itself, observes a Boston *Herald* (Rep.) correspondent, the most varying interpretations have been placed upon the dismissals. For instance,



"IT'S REAL!"

(A Democratic interpretation.)

—De Mar in the Philadelphia *Record*.

"One view is that it was done because of grave irregularities in the Bureau, which soon will come to light. Another is that it was necessary to break up political activity there. Another is that it was forced by considerations of efficiency. Another is that it was just plain economy. Another is that it was the first gun in a general bombardment of the service all through the departments, the purpose being to put into effect those precepts of governmental economy which have been preached; and to carry forward the whole program of placing the departments on a sane basis, for the public good. Another assertion is that it was plain politics to give the jobs to deserving Republicans."

"Plain politics," is naturally a favorite Democratic interpretation. Democratic Senators urged the Senate to ask the President to explain, and a resolution was introduced to that effect. Mr. Caraway of Arkansas cried out bitterly against the injustice done the employees who were "dismissed from service and no explanation given except that it is 'for the public good'; which is equivalent to saying that there is something against the character of the men that makes the severance from the service necessary. If there is, the President ought to specify it; if there is not, he ought not to disgrace these men and deny them the right to engage in honest occupation by such an infamous order." If other employees are to feel that their jobs are thus in jeopardy, it means, in the opinion of the Arkansas Senator, a grave hurt to the public morale. The Democrats are not complaining because these men lost their places, explains Senator Stanley (Dem., Ky.), but because—

"Every man and every woman who goes out under this shadow is stamped as corrupt, incompetent or indecent. Wipe out the stain. Charge us with being Democrats and we will wear your charge like a halo, a badge of distinction to be coveted and treasured, and you will hear no complaint. But fire us like men! Let us out like men!"

Even some papers friendly to the Administration, like the Baltimore *News* (Ind.), view the dismissals as "a rather unpleasant mess." "Ugly partizanship," is the phrase used by the New York *Globe* (Ind.), which finds reason to believe "that many Republicans in Washington intend to restore the spoils system." Such a veteran fighter for the cause of civil service reform as the Springfield *Republican* (Ind.) sees grave cause for alarm:

"No barrier remains against Democratic spoilsmen when their turn in power comes if the merit system is beaten down by the Republicans for the sake of nothing more definite than 'efficiency' or 'the good of the service.' The vicious circle of partizan retaliation has been the life of the spoils system in America. To break it permanently has been the effort of the civil service reform movement for half a century, and the only practical method of nailing down the gains made under successive administrations has been to 'cover' as many officeholders as was practicable into the classified service.

"This system has its defects, but the United States Government can not be run like the United States Steel Corporation in relation to politics, and the system's overthrow would leave the vast administrative business of the Government with no adequate protection whatever against the raids of party spoilsmen. It is mere mockery to talk of efficiency if the spoils principle is to regain a stranglehold on the civil service."

The Democratic New York *World*, after noting that Congress has always been unfriendly to the Civil Service Law, pays its respects to the Republican President as follows:

"The Republican Congressmen have been complaining for months that there was not enough swill in the trough and something would have to be done, so the President has done it. A way has been found to throw down the bars that the law erected, and Mr. Harding calls it the reestablishment of efficiency, thus adding hypocrisy and deceit to the barefaced shame of a degrading spoilsmanship."

But until we have more evidence to the contrary, it seems to the Minneapolis *Tribune*, as well as other Republican papers, that it is only "fair to the President to credit him with turning out not 'the rascals' but the incompetents." There is "no spoilsmongering," insists the New York *Tribune* (Rep.). There have been, we are told, "charges from time to time of laxity and irregularity in the work of the Bureau of Engraving and Printing," a bureau which, by the way, "has often fallen into a rut." It is the President's duty, maintains *The Tribune*, to make removals whenever he thinks "that the service in any bureau or department is below the mark and shows no sign of improvement." Furthermore—

"No President has given more energy to the betterment of administration than Mr. Harding has. Under his and General Dawes's proddings the bureaucracy in Washington is steadily climbing the grade toward modern organization and efficiency. On this matter Mr. Harding has non-partizan support.

"What ground is there for sudden distrust of the President's motives? None, apparently, except that a Congressional election is approaching."

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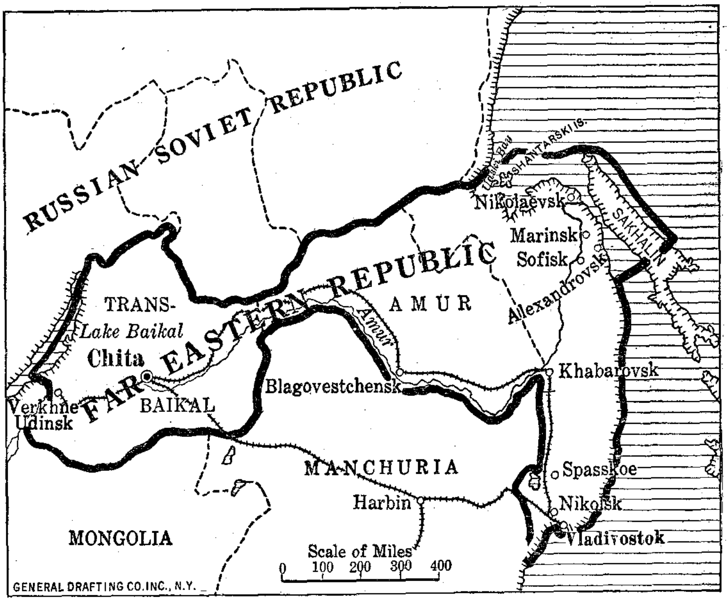
THE CHICAGO LAWYER,

Alexander Michaelovich Krasnoschokov, who helped to found the Far Eastern Republic, and who was its first President.



From the New York "Evening Post."

WHERE JAPANESE AND SIBERIAN TROOPS CLASH.

The heavy black line denotes the boundary of the Far Eastern Republic of Siberia, now two years old. A clash between Japanese and Republican troops occurred at Spasskoe early in April, in which 80 Siberians, according to Tokyo dispatches, were killed. Japanese losses were not given.

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HE IS PRESIDENT NOW.

Nikolai Matveef, who was Minister of War of the Republic under Krasnoschokov, and succeeded him as President.

Without presuming to guess all that is in the President's mind, the Detroit *Free Press* (Ind.) concludes that "he certainly has begun in a manner that is likely to drive shivers up and down the spines of a lot of men and women who have been presuming on civil service regulations as a protection against any effort to make them conform to ordinary office discipline or to force them into efficiency." What there is about the civil service idea that is so sacred is more than the weekly *National Republican* (Washington, D. C.) can understand. In fact, it argues that the so-called "merit system" has done more harm than good:

"The system of life tenure in office, of a permanent job-holding class, is out of harmony with the spirit of American institutions. The American Government does not exist solely for the benefit of those who have gained places on the public pay-rolls. The people generally are weary of the exactions of bureaucracy, which busies itself chiefly with the multiplication of red tape and the lengthening of the public pay-roll.

"The scheme of selecting government employees by scholastic examinations is so asinine that no private business has ever thought of imitating it. In the stupidity of that method of picking employees the Government stands alone—forced into that position not by public sentiment but by the machinations of theorists and of people who wish to make easy picking out of the national treasury for a professional job-holding element.

"It is far more important that a postmaster should have an honest desire to reflect credit upon the Government by helping make a good record for the party in power, than that he should be able to bound Patagonia or explain Einstein's theory of relativity.

"The popular demand for government by examination is entirely imaginary."

In the Senate the Democratic attacks on the President brought Republican condemnations of the merit system which would have delighted the heart of Andrew Jackson himself. Senator New (Rep., Ind.) hopes there will be many more removals, and frankly says, as reported in *The Congressional Record*, that he considers the removal of a Democrat and the placing of a good loyal Republican in his stead a sufficient reason for changing. Senator Moses had his attention called to the declaration of the Republican platform, "that the civil service law shall be thoroughly and honestly enforced, and extended wherever practicable." His interpretation of the words, "wherever practicable," is "that the application of the civil service law is practicable when we put Democrats out and put Republicans in."

A JAPANESE-SIBERIAN WAR-CLOUD

FOR THE HUNDREDTH TIME OR SO, notes one observant onlooker, "it is announced that Japanese troops are going to be withdrawn from Siberia." Twelve hours after this came news of a clash between troops of the Far Eastern Republic and Japanese troops north of Vladivostok. This skirmish indicates to the New York *Globe* that the Republican troops "intend to resist Japanese designs upon Siberia." The Seattle *Post-Intelligencer*, however, believes that, "as the cables from Siberia must go through Japanese censorship, there is little reason to doubt that the Japanese Government knew all about the bloodshed in Siberia before it announced that it intended to recall its soldiery. Japanese soldiers have been killed by Chita Government troops; Japanese troops must be avenged; the Japanese troops must stay in Siberia." The fact that eighty Siberians were killed on their home soil in this battle leads the Houston *Chronicle* to ask: "Why are Japanese soldiers dominating large areas of Siberia?" "What is Japan's intention in regard to Siberia?" echoes Thomas Steep in a New York *Tribune* article. "What is the status of the Far Eastern Republic, of which Chita is the capital?"

After the Russian revolution had simmered down, and most of the Allied troops had been withdrawn, this young State sprang up, we are told by Orrin Keith, in *Asia* (New York). The constitution was approved. The bill of rights of this document, it is said, provides for free speech, freedom of the press, separation of Church and State, the right of assembly, equality before the law, and the abolition of all class distinctions and titles. Foreigners, moreover, are granted practically the same rights as citizens. But the Japanese authorities appear to be unconvinced of the ability of the Chita Government to maintain peace and order in the Far Eastern Republic. To this the Chita Government replies that the preservation of peace has been made exceptionally difficult by insurrections which the Japanese have promoted. "It is difficult to maintain your rights when Japanese troops control your ports and railroads," agrees the New York *American.*

Many editors, however, take the stand that Japan should not evacuate Siberia until there is a stable government there. "Siberia is really in a state of anarchy," asserts the Louisville *Post;* "moreover, it must be recalled, Russia owes Japan billions of dollars, honestly loaned and dishonestly repudiated by the Moscow Soviet. So there is something to be said for permitting Japan to hold Siberian territory as a hostage until Russia assumes her just obligations." "The Far Eastern Republic is independent in name only," declares the Seattle *Times*, which considers the Chita Government "merely a pale reflection of Moscow Bolshevism." "In fact," continues *The Times*, "there has been a shrewd suspicion that the Republic was set up in the hope that it might obtain early recognition from foreign powers which bitterly resent Bolshevism."

"The Chita Government in Siberia has no standing in Washington," points out the Indianapolis *Star*, which believes the "immediate withdrawal of the Japanese would constitute another Bolshevik victory." "Japan knows better than any one else how empty are the pretenses of the Chita Government to authority in Eastern Siberia," avers the Utica *Press;* "this Government is nothing more than a creature of the Soviet régime." We are further informed by the Cleveland *Plain Dealer* that—

> "The Chita Government, which is the most important of the Far Eastern Russian governments and quasi-governments, is bolshevistic. Theoretically it is independent. Actually it is an adjunct of Moscow. It is one of the Soviet states that Lenine has seen fit to create in outlying parts of the Russian realm. It is really no more independent than the Bolshevized Ukraine, which is gravely masquerading as a separate 'Soviet republic.'
>
> "It is plain, therefore, that were Japan to withdraw from Siberia at this time the Bolshevist power would extend to the Pacific Ocean. Certainly Japan desires no such neighbors. Nor is the United States keenly desirous of thus bringing established Bolshevism into a part of the world in which the United States is directly interested. With the Soviet power confined to Europe and hemmed about with democracies, the Russian menace seems remote. But the Pacific Ocean is a great lake which means much to America, and with Lenine and Trotzky standing on the eastern shore Bolshevism would at once become visible, tangible and minatory. . . . When there is a real Russia, a reunited Russia, a Russia that can be recognized by the world's democracies, it will be high time to insist on Japan removing her troops and giving the Russians their rightful window on the Pacific. For the present it is more comfortable to have Japan in control of eastern Siberia."

The Springfield *Republican*, on the contrary, tells us that "the Far Eastern Republic is admitted to be democratic and representative," and that it "is about the only source of law and order left in eastern Siberia." "For two years the Far Eastern Republic has been a *de facto* government," says the New York *Globe*. Bandits may have infested the provinces which make up the republic, but *The Globe* maintains that they "have been used by the Japanese in two ways—first as allies, and second as an excuse for sending troops into territory upon which the Japanese have no honest claim." "Here, as elsewhere," remarks the Boston *Christian Science Monitor*, "Japan has succeeded in throwing dust in the eyes of the world."

It was early in 1918 that the Japanese, with American, English, French and Italian troops entered Siberia. After the Armistice, in 1918, all Allied contingents except the Japanese were withdrawn, but the Japanese, we are told, thought it their duty to remain and erect a barrier against the eastward spread of Bolshevism. The New York *Times* likens Japan's promises to withdraw her troops to those which Great Britain gave forty years ago in regard to withdrawing troops from Egypt.

Foreign occupation, however, points out the New York *Evening Post*, "has a way of postponing the establishment of public order and the rise of stable governments." Popular sentiment in Japan is said to be against adventures in Siberia. Moreover, "Japan's troops are kept in Siberia against the wishes of the very people they are supposed to help," asserts the Honolulu *Star-Bulletin*, which goes on to say that "it is the opinion of many Americans who have been in Siberia that the country will never be quiet so long as Japanese soldiers are maintained there." "Japan's profest alarm is insincere," charges the Columbus (Ohio) *Citizen;* "the Chita Government could as well menace the moon as menace Japan."

The population of the Far Eastern Republic is about two millions, and the Chita Government claims to be entirely independent of the Moscow Soviet. Running through the center of the Republic are some two thousand miles of the Trans-Siberian railway. As Thomas Steep tells us in the New York *Tribune:*

> "After the defeat of the Kolchak army in the winter of 1919–1920 the rule of the Omsk Government was overthrown. The Russians of the Far East, being isolated from European Russia, determined to set up a republic, which was subsequently recognized by the Soviet Government. In April, 1920, a Declaration of Independence and the adoption of a Constitution were effected. A National Assembly, supposed to be a coalition of communists, monarchists and conservatives, was selected. Chita, 1,500 miles inland, near Lake Baikal, was selected as the capital."

Bolshevism, declares the Republic, is no part of its creed, nor is communism. For months it has declined to discuss a settlement with the Japanese. According to the Foreign Minister of the Chita Government, who is quoted in the New York *Call:*

> "Japan wants special privileges for her subjects who are residents of the Far Eastern Republic and who are engaged in commerce and industry. Japan wants us to recognize all the deals that have been concluded between the Japanese and Semenoff. Japan also wants special rights for navigating the Amur and the Sungary rivers. Japan even demands that the Far Eastern Republic officially recognize the right of the Japanese Government to maintain troops on the territory of the Far Eastern Republic. Japan insists that we grant rights to Japanese fishermen in all Russian territorial waters equal to those of Russian fishermen. Furthermore, Japan wants to control our internal affairs. By dictating to us the form of government we should adopt she is impairing our sovereignty and is violating the will of the people of the Far Eastern Republic as exprest in the Constitution adopted by the Constituent Assembly.
>
> "We would readily sign a treaty without the objectionable clauses if Japan would withdraw her troops. Until now the Japanese Government did not agree to make concrete terms regarding evacuation, and it refused to appoint a military commission to regulate this evacuation. We have made this the main issue, without the settlement of which no further discussion is possible."

As the case for the Chita Government is put by the New York *Globe:*

> "The Far Eastern Republic is not Communistic, altho its Government is on excellent terms with the Moscow Government; the Republic is democratic. Instead of restricting the suffrage to a selected group of manual workers, it lets every one vote, and 80 per cent. of the citizenry actually did take part in the election of delegates to the Constituent Assembly at Chita, which set up the new Government.
>
> "The land has been nationalized in order to prevent sales to the Japanese, but it is rented on long leases to peasants, both rich and poor. Private property other than land is guaranteed. Personal rights and the rights of national minorities are protected. A system of local Government is provided for. In short, the Far Eastern Republic is in many respects the sort of State American settlers might have erected had they been obliged to combat invaders, bandits, and the harshness of nature in an underpopulated, undeveloped country."

At the Washington Conference, the Providence *Journal* reminds us, Japan promised to withdraw her troops from Siberia, "and Japan can not evade this promise," thinks *The Journal*. Continues this paper:

> "In accepting Japan's word, Secretary Hughes and his associates gave her the benefit of every doubt. Their faith in Japan is beyond suspicion. Will Japan reciprocate in kind within a reasonable time? Or will she persist in her present policy of Siberian aggrandizement, which even her Government is not able to disguise cunningly enough to deceive anybody? The next move is hers; and on it depends to a large degree whether the question of Siberia has been really settled or whether it remains in a state of flux to disturb the advancement of peace and friendly relations between Tokyo and the Russia that is to be."

IS THE MELTING-POT SPILLING THE BEANS?

AMERICAN EDITORS ARE NOT UNANIMOUS in approving the proposed "five-year immigration holiday," but every editorial reaching this office is strongly in favor of a thorough examination of emigrants at the European port from which they sail. This, it is argued, will obviate the acute disappointment which the would-be immigrant suffers when he arrives in America, only to find that under the quota law no more of his nationality can be admitted. "If the United States is to refuse admission to an immigrant for no fault of his own, common decency requires that he should not be permitted to start on his journey," declares the New York *World*. In the majority of cases, it is said, the immigrant may have sold all his possessions in the old country, and cut loose from all ties. He overcomes great difficulties in reaching the coast of his native country and obtaining passage. "Off Sandy Hook," notes *The World*, "he learns that he must lie in wait to take part in a race on the first day of a new month. Arriving finally at Ellis Island, he learns that he must be sent back."

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LILLIAN RUSSELL MOORE WOULD HELP UNCLE SAM'S COOKERY.

She says our melting-pot "has boiled too quickly, and is running over." She is here seen handing to Secretary of Labor Davis her report, in which she recommends that several things be done about it.

Mrs. Alexander P. Moore, of Pittsburgh, better known as Lillian Russell, recently returned from a special mission to Europe to investigate the immigration problem. In her report to the Secretary of Labor, Mrs. Moore recommends that American consuls be given authority to put applicants through rigid mental tests, and that American physicians be employed abroad to make physical tests. Another recommendation is that immigration to this country be suspended for a period of five years. "Our melting-pot has been overcrowded," maintains Mrs. Moore; "it has boiled too quickly, and is running over. It were better to put out the fires under it and allow its contents to solidify before adding any more raw material. If we don't put up the bars and make them higher and stronger, there no longer will be an America for Americans." She also urges an amendment of the three-per-cent. immigration law so that the Secretary of Labor and officials of the countries from which immigrants come can fix the number of passports to be issued, and thus end the spectacle of immigrants being held up outside the three-mile limit.

"That immigrants must be selected on the other side has long been our contention," says the San Francisco *Chronicle*, "but immigrants now lawfully here should be allowed to bring in members of their immediate dependent families." The abuse of the present law is charged to the steamship companies by this paper.

Mrs. Moore's recommendation that emigrants be examined abroad "is a matter of plain common-sense and of common justice to would-be immigrants," in the opinion of the Brooklyn *Eagle*. "But if the melting-pot has boiled too quickly, and is running over, the answer is not to cease feeding the pot, as Mrs. Moore suggests, but to watch it with greater care," according to the Omaha *Bee*. "We need quality rather than quantity now," observes the Pittsburgh *Gazette-Times*. "We are not getting much promising material at the moment, and we have about as much dross in the melting-pot as that much enduring crucible can stand," declares the Lowell *Courier-Citizen*. As the Grand Rapids *Press* points out:

> "We have recently experienced a change of attitude from the purely 'human' or 'promised land' policy on immigration in favor of a scientific 'safety-first' plan for America. We found ourselves unable to digest the tremendous rush of aliens following the war. As a first-aid measure we passed a very foolish and costly restriction act which offends nobody because it allows all racial groups to enter on the same three-per-cent. ratio to their present representation in our population, but which shuts out thousands of the best immigrants seeking entrance and opens the doors to the undesirable. In other words, we have not even yet begun to choose our immigrants, yet if we intend to carry out a permanent policy of preserving American traditions by admitting only the most useful, we must begin to discriminate."

The present unemployment situation in this country is also to be considered in dealing with the immigration problem, notes the Richmond (Va.) *Times-Dispatch*. As the Chicago *Tribune* says:

> "There is little advantage to immigrants in allowing them to enter this country when they can not find jobs. There is great disadvantage to America in such action. It delays the Americanization of such immigrants, makes them enemies of our society rather than members and supporters of it, and tends to lower the standards of those already in this country with whom they compete."

An amendment to the present immigration law, suggested by the New York Merchants' Association, would divide each nation's quota of immigrants into ten instead of five months, as the present law provides, and in that way facilitate the work of immigration officials and minimize the probability of any nation exceeding its quota for the year in question.

The Cincinnati *Times-Star*, however, argues that "the three-per-cent. law has done and is doing well. It is the first law we have ever had for the restriction of immigration which really works, and the drift of public opinion is toward still more restrictive measures. Continues this paper:

> "Some individuals and some newspapers, representing special racial interests, have been trying very hard, through carefully conducted propaganda, to discredit the three-per-cent. law and eventually to get rid of the restrictive principle altogether. The country has been flooded with 'sob stuff.' The immigration law has been pictured as a heartless and cruel measure. Millions of words have been devoted to explanation of the hardships put upon would-be immigrants—but not a word has been wasted on the interest of Americans in their country as a decent place for themselves and their children to live in."

TOPICS IN BRIEF

Blue-sky laws are intended to protect what we have saved for a rainy day.—*New York Tribune.*

The Irish envoy to Argentine has gone home—probably to find out whom he is working for.—*New York Evening Sun.*

According to a sporting writer Mr. Jack Dempsey is definitely coming to England. We hasten to assure him it wasn't us.—*Punch (London).*

A man is never down until he is down in the mouth.—*New York Evening Telegram.*

It's hard to tell whether the Soviet would fain or feign reform.—*Norfolk Virginian-Pilot.*

The cause of a lot of fires is that there are not enough goods to cover the insurance.—*Fresno Republican.*

Those Senators who put their faith in reservations have had little Pullman experience.—*Winnipeg Free Press.*

Apparently there is no way to cut the pattern of peace without having a few scraps left over.—*Duluth Herald.*

If conditions continue as they are the public will have to go to jail in order to get away from the criminals.—*New York Tribune.*

Employees of the Bureau of Engraving and Printing who have lost their jobs might find an opening in Germany.—*Boston Transcript.*

"Hear no evil, speak no evil, see no evil," is an attractive motto, but it is hardly suited to use by a police chief.—*New York Tribune.*

The miners say they want an elastic pay scale. They probably expect that to enable them to make both ends meet.—*Nashville Southern Lumberman.*

Printers of marks in Berlin who threaten to strike for shorter hours should be encouraged. The hours could be cut to nothing with advantage.—*Wall Street Journal.*

When the Police Commissioner announces that New York is the safest city in the country, he carefully neglects to mention for just what class of people it is safe.—*New York Tribune.*

The significant victory won by the Republicans in Maine is nothing to the significant victory the Democrats will win the first time they have an election in Georgia.—*Nashville Southern Lumberman.*

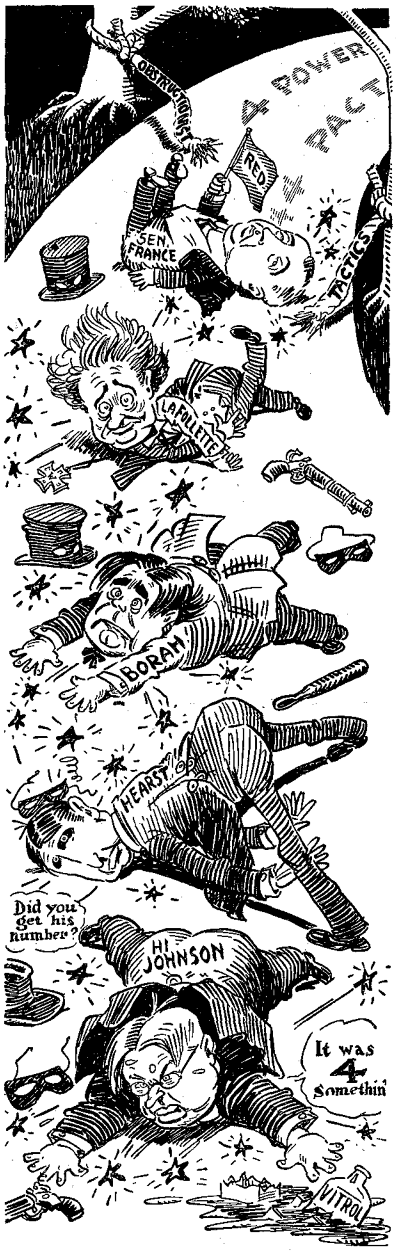
Russia's Bolshevist delegates to Genoa are going to demand a twenty-year moratorium on Russia's debts. In return, why not have a twenty-year moratorium on the Bolshevists?—*New York Evening Post.*

Reciprocity with Canada seems to mean an allowance for returned bottles—*Wall Street Journal.*

It is well to remember that the only girls who leap from strangers' automobiles are those who climb in.—*Manchester Herald.*

The little countries have an uneasy feeling that if Europe is left to help herself she will take a second helping.—*Winnipeg Free Press.*

Reports indicate that a baby is born every nine minutes in New York City. Judging by reports of violent crimes and deaths they sure do need 'em as fast as this for replacement—*Received by wire from the Waterville Sentinel.*



THEY'RE JUST BEGINNING TO FIGURE OUT WHAT HIT THEM.

—Gale in the Los Angeles *Times*.

The Irish are still trying to take Dublin.—*New York Evening Post.*

Alarmists seemingly regard the rising generation as a falling race.—*Norfolk Virginian-Pilot.*

A New York clergyman says Americans are amusement mad. We suppose that's the only reason why we don't lynch the present Congress.—*Milwaukee Journal.*

There is a general suspicion that hands across the sea itch a little in the palms.—*Edmonton Journal.*

Our guess is the Ford campaign against Senators will prove a flivver.—*Philadelphia Evening Public Ledger.*

"Kansas Hen Lays Thirty Eggs in Thirty Days." An egg a day keeps the hatchet away.—*Debs Magazine (Chicago).*

Perhaps modern dancing is called dancing for the same reason that modern dance music is called music.—*Boston Herald.*

We shudder to think what the bootleggers will use to make substitutes when cigarets are outlawed.—*Fort Smith Southwest American.*

That New York pugilist who has taken up the writing of poetry ought to be able to write the popular stuff with a punch.—*Nashville Southern Lumberman.*

Among other reasons for continued friendship with Canada is the fact that the Dominion has taken the Stillman case off our hands.—*New York Tribune.*

The only evidence that the Soviet Government is a government at all is the fact that it has been disapproved by Emma Goldman.—*New York Tribune.*

Observing the British claim to the discovery of Wrangell Island, an ignorant subscriber writes in to ask if they have rediscovered Ireland.—*Nashville Southern Lumberman.*

It is not surprizing that the printers in the German Bureau of Money Engraving have struck. They had to work for three days in order to make enough marks to pay them one day's wages.—*New York Tribune.*

The announcement of the invention of a new fast-feed printing-press presages a further inflation of the currency in Russia and Germany.—*Nashville Southern Lumberman.*

A Washington scientist says he has perfected an invention for sending music into the home through the electric light bulbs. It should be especially effective, we assume, for transmitting light opera.—*Nashville Southern Lumberman.*

When it comes to paying the war indemnity, Germany's currency seems to consist mostly of remarks.—*Manila Bulletin.*

The poet who sings of "the shade of night and the eloquent palm" knows the great American porter all right.—*Brookville Record.*

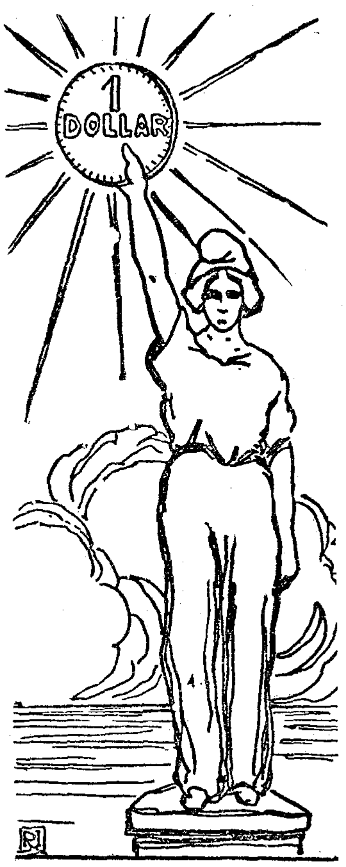
It was fine of Prohibition to empty the jails, but the country seems a little in need of something to fill 'em up again.—*Birmingham News.*

Fish are reported coming out of a well drilled for oil in California. Probably suckers who invested in the promotion stock.—*Portsmouth Times.*

FOREIGN - COMMENT

THE INVISIBLE FACTOR AT GENOA

APPARENTLY ABSENT from Genoa, actually America is there in invisible presence, observe various foreign writers, who point out that the big sum of European reconstruction can not be worked without including the American column of figures. In fact, America's share in the problem is likely to prove one of extreme difficulty, according to Sir George Paish, an eminent English financial authority. The war has rendered European nations more than ever dependent upon supplies of food and raw materials from the United States, he tells us in the London *Westminster Gazette*, but if these nations can not pay for such necessities in goods, produce, or services of any kind, European or other, before long they will be unable to buy them, and the poverty created by the war will be intensified by the poverty of the after-war period. Both Europe and America in consequence will suffer grievous misfortune, says this expert, who proceeds:



STATUE OF LIBERTY—
NEW STYLE.
—*Il Travaso* (Rome).

> "Since the early months of 1915 Europe has been able to pay in goods for but a small portion of the produce and goods supplied to her by the United States, and in consequence has incurred a great debt to the American people, a part of which Congress has now agreed to refund into loans bearing a rate of not less than 4¼ per cent. and repayable within 25 years. This means a rate of interest of possibly 4¼ or 4½ per cent. and a sinking fund of at least 2½ per cent., making a total annual payment in respect of debt incurred to the American Government of 6¾ to 7 per cent. per annum. On the sum of about two thousand millions sterling of Government debt, this means an annual payment to the United States for sinking fund and interest of about one hundred and forty millions sterling, assuming par of exchange. With the exchange depreciated it would mean a much greater sum in pounds currency. Beyond Europe's debt to the American Government, however, American bankers, capitalists, and investors have purchased a great many other foreign securities upon which interest and principal must be paid, and it would be a moderate estimate to place the annual sum accruing to America from the rest of the world, and mainly from Europe, for interest and principal at two hundred millions sterling per annum."

This income of America from other countries as a creditor nation shifts a pre-war burden of interest from the shoulders of America to the shoulders of Europe, and we are reminded that prior to the war America was indebted to Europe for upwards of 1,000 millions sterling on balance, whereas now she is a creditor of the rest of the world to the extent of nearly 3,000 millions sterling. Therefore it is shown, that instead of having to export produce to the value of 50 or 60 millions sterling a year, to meet interest payments to other nations, America now has to import goods of other nations to the extent of about 200 millions sterling in order to receive interest and principal upon the foreign loans she has granted since the war began. But this is only part of the problem, it is said, for—

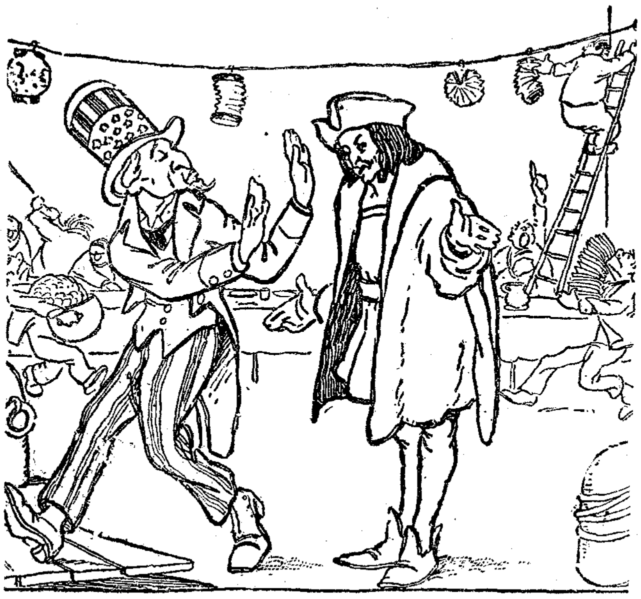
> "In the past seven years America has exported produce and goods to the value of 8,400 million pounds sterling, while her imports have been of the value of only 4,400 millions sterling, and she has had a favorable trade balance on trade account of 4,000 millions sterling. When allowance is made for the interest due to her upon her foreign loans, and the earnings of her mercantile marine in the latter part of the period on the one hand, and the sums she had to pay for interest, for services rendered and for tourists on the other, it is evident that the real balance of trade has been not much less than this excess of exports over imports. The task of now paying for this vast quantity of goods purchased by Europe on credit would be onerous enough if there were no longer need to buy more goods on credit; but Europe in general and Great Britain in particular still need to buy produce on credit. In 1921 the total exports of the United States were valued at 900 millions sterling, while the goods imported were worth only 500 millions sterling, and there was again a balance in America's favor of 400 millions sterling, plus a large sum for interest and services. Until 1920 America was willing to take payment for her excess exports mainly in securities, but since the collapse of credit and of trade she has demanded payment largely in gold, and in the last two years has imported mainly from Europe no less than 220 millions sterling of this metal. The amount of gold sent to America in the past year has been over 140 millions sterling at par of exchange."

Sir George Paish goes on to say that it is plain Europe can not continue to buy produce from America and to pay for it in gold to this extent, for the whole of its reserves would soon be exhausted. Yet Europe needs American produce—especially as Russian supplies are lacking—and also American goods for reconstruction. Thus it is now faced with the question of how to pay for produce and goods needed to the value of something like 400 millions sterling a year, in excess of the quantity of goods which America is willing to accept in payment, plus payment of interest and principal on loans amounting to about 200 millions pounds a year. This immediate problem may be solved, we are told, by the continued sale of securities by Europe to America, but the permanent problem remains of how it will be possible "for the world in general and for Europe in particular to buy American produce unless America is willing to buy European goods and other foreign produce in exchange?" From a national standpoint the problem would seem to concern the American people alone, who are to decide what they will and what they will not buy from other nations, but, says this writer:

> "When one considers it from the international standpoint, at once it becomes a matter of great concern to the whole world. If the American people refuse to buy foreign goods and produce, then foreign nations will be unable to buy American produce, much as they may need it. The inability of cotton planters and farmers of America to sell their produce abroad last year induced the American Government to reconstitute the War Finance Corporation and to create export credit in order to facilitate export sales, and the ability of Continental Europe to buy cotton and other produce in recent months in part arises from the assistance afforded to them by this Corporation. But the assistance granted is only of a temporary character, and this method of meeting the difficulty offers no permanent solution of the problem.

Until steps are taken to induce the American people to buy foreign goods more freely in order that American exports and interest may be paid for by imports, the problem will remain unsolved.

"The question of the American exchange is one that demands the fullest possible discussion both in the United States and at Genoa. It is not only an American question, it is an international matter of exceptional importance. Its solution depends not only upon the ability of Europe to produce, but upon the willingness of America to buy."



WHEN POLITENESS DOESN'T PAY.

UNCLE SAM: "I decline to intervene at Genoa!"

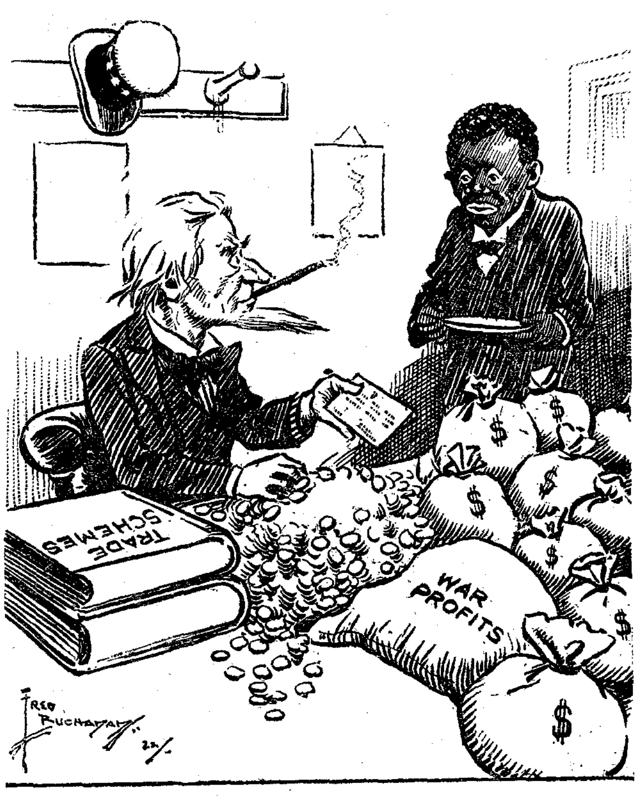
COLUMBUS: "Well, at least I think you should return my visit of 1492."

—*Il Travaso* (Rome).

But the British people are perhaps more keenly concerned than any other nation in the problem of imports and exchanges, we are told, and it is recalled that the 900 millions sterling which the British Government borrowed from the United States during the war was mainly for the purchase of American food and raw materials, without which Britain "would have suffered economic defeat." Furthermore, it is pointed out that—

"In the seven years to the end of 1921, the excess of American exports to Great Britain over the import of British goods into America of upwards of 2,000 millions sterling was mainly for food and raw material essential to the British people. The situation has improved in the past year owing to the great fall in prices and to the depression in the British cotton trade. The latter factor reduced British imports of American cotton by nearly 50 per cent. compared with 1913. The decline in our imports from America is also attributable to the fact that when the American exchange is adverse British buyers necessarily try to buy as little as possible from America. Nevertheless, in the past twelve months the value of the produce and goods bought by Great Britain from the United States was no less than 275 millions sterling, according to our British trade returns, while the value of British goods exported to that country was only 44 millions sterling, and of foreign and colonial produce reexported only 20 millions. Beyond this adverse balance of 211 millions there was the large net sum which Great Britain owed to the United States for interest and principal.

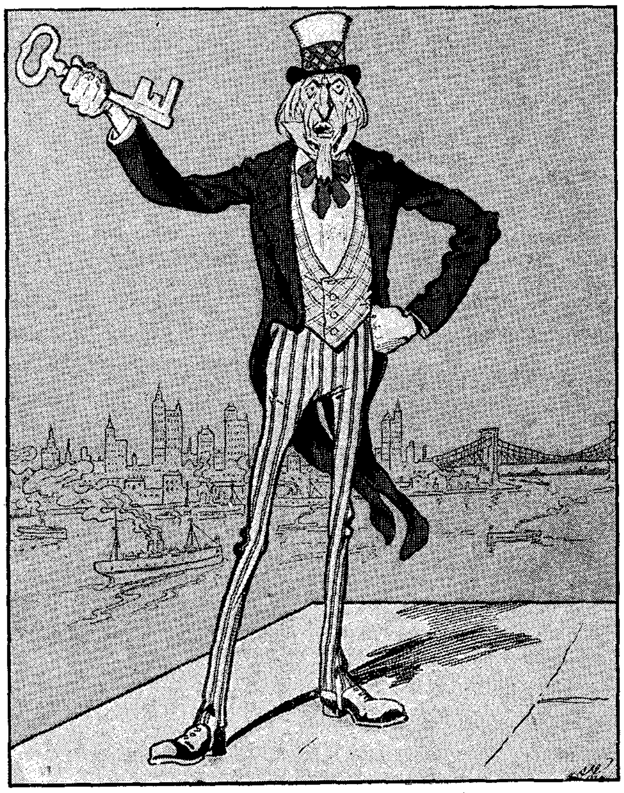
"On the basis of repayment of our Government loans to America in 25 years, with interest at 4¼ per cent., the British adverse trade balance with the United States in 1921 would have been between 250 and 300 millions sterling. Fortunately, Great Britain still enjoys the confidence of American bankers and investors and, moreover, possesses foreign assets of about 2,500 millions sterling net, after the doubtful new foreign investments made during the war are excluded."



HIS PREVIOUS ENGAGEMENT.

UNCLE SAM: "Invitation to Genoa, eh? Say, tell 'em I'm too busy!"

—*Pall Mall Gazette* (London).



THE SECRET.

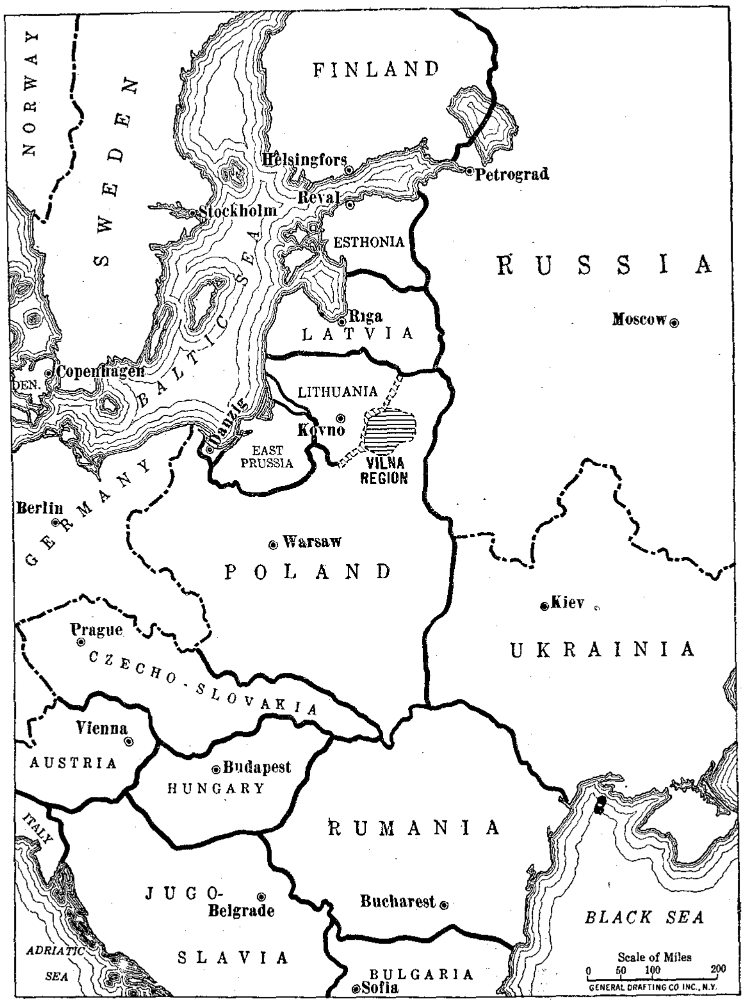
"The key of my safe is the solution of the Reparation problem.

—*Wahre Jakob* (Stuttgart).

FOREIGN VIEWS OF UNCLE SAM'S ABSENCE.

RUSSIA'S BALTIC BULWARK

TO MAINTAIN PEACE in the Baltic states and thus afford a bulwark to Russia on the west, Soviet Russia, Poland, Latvia and Esthonia have signed an agreement at Riga, we learn from press dispatches, and this step is considered of particular importance to Russia just as her delegates present themselves at Genoa. We read also that the signatory Powers "agree to support Russia in any proposals toward *de jure* recognition of the Soviet Government and, as an aid to the reconstruction of Eastern Europe, they agree also upon a joint attitude at Genoa regarding foreign credits designed to assist the economic life of the four countries." Among other matters covenanted, we are told, is the principle of armament limitation and the provision for semi-neutral zones on the frontiers of the countries concerned, in which only a few guard-duty troops will be permitted. The agreement expresses a "sincere desire for universal peace" and is said to stipulate that in the event disputed questions arise, an endeavor must be made to reach solutions by pacific means.



THE KERNEL OF NEW EUROPE.

From the Arctic Ocean and the Baltic Sea to the Black Sea and the Adriatic stretches a line of states whose watchword is said to be cooperation. At the north we find Finland, and at the south of the line we discover Jugo-Slavia, which is linked to Roumania and Czecho-Slovakia in the Little Entente, while Poland and Czecho-Slovakia are joined in a separate agreement. Moreover, Latvia and Esthonia, as members of the Baltic Union, together with Poland, have signed up with Soviet Russia, thereby providing the Vast Enigma with the support of states that were formerly her subject provinces.

The Polish view-point of the line of states reaching from the Arctic Ocean and the Baltic Sea to the Black Sea and the Adriatic, which are taking steps to work out their problems by joint harmonious effort, is presented in the *Bulletin* of the Polish Bureau of Information (New York), which declares that "cooperation is the new watchword in Central Europe."

The countries in question are: Finland, Esthonia, Latvia, Poland, Czecho-Slovakia, Roumania and Jugo-Slavia, and they have a combined population of between seventy-five and eighty millions, in an area of approximately 600,000 square miles. In other words, according to this *Bulletin*, their population is "greater than that of any single European Power, and their combined area more than twice that of any one European nation, excepting only Russia." But it is pointed out that from a political and commercial standpoint their geographical position is even more important than their size and population might indicate, because—

"They constitute an almost complete bloc of the countries in the heart of Europe. The sole gaps are Lithuania, Austria (there are hints that Austria may ultimately become affiliated with this group) and Hungary. United, they form a solid wall against the spread of Communism to the west. At the same time they effectively bar Germany from executing her grandiloquent 'Drang nach Osten' plans. Their resources are such as to assure commercial importance. Both rail and water transportation systems are at their disposal. In fact, the Danzig to Odessa inland water route will, when completed, assure cheap transportation to an extensive area.

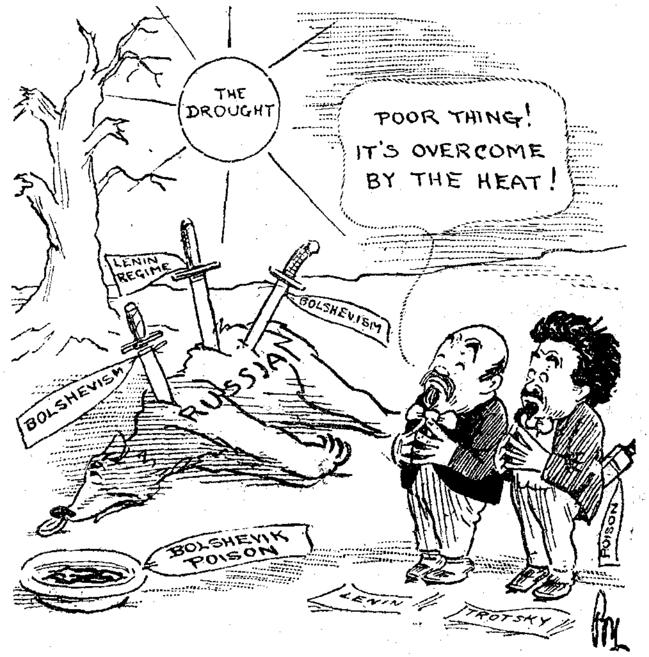
"It is not implied that these seven nations have already established a definite functioning entente. The situation, however, is exceedingly promising. Czecho-Slovakia, Roumania and Jugo-Slavia have, of course, joined together in a Little Entente. Poland, by virtue of separate agreements with Czecho-Slovakia and Roumania, has entered into close political and commercial cooperation with this triumvirate. These ties would be drawn even closer through the completion of an agreement between Poland and Jugo-Slavia, now reported in process of negotiation. In the north, the plan of a Baltic Union to include Finland, Esthonia, Latvia and Poland is working toward similar common ends."

The vast potentiality of team work between the Baltic states and the Little Entente is foreshadowed in a suggestion made by the recent Roumanian Minister at Paris, Prince Ghika, who is quoted in the Paris *Matin* as suggesting a possible accord between France, Italy and the Little Entente, out of which would naturally grow a united system of transport and commercial intercourse reaching from the English Channel to the Black Sea and the Baltic Sea. Another benefit of such a trade relationship, he says, would be the protection of the states involved against attacks by hostile nations. Prince Ghika also set it down as his belief that the Genoa Conference will be the touchstone that proves the solidity of the Little Entente, which is still further strengthened by the protection to it implied in the renewed good feeling between London and Paris. This Roumanian authority is quoted further as saying:

"The Russian problem, of course, remains the unknown factor which disturbs everybody. Whatever the solution of the Russian problem is to be, the Allies must form a united front and produce a sound and stable work. In order that their efforts may be crowned with success, the bonds uniting Poland, Czecho-Slovakia, Roumania and Serbia with the Allied states of the West must be further strengthened.

"It is absolutely necessary that Italy, the great Power which since the war has been free of foreign entanglements, openly declare her attitude toward France and the states of the Little Entente. The geographic situation of Italy and her recent territorial acquisitions make the relationship between this country and those of the Little Entente of paramount importance. Italy's policy will certainly be warmly welcomed by the Little Entente if Italy proves frank and earnest in the desire to work together with a will. But if her policy is only to be one of dissimulation leading to misunderstandings, it can not be looked upon favorably by the states of the Little Entente."

In order to complete the chain which should bind the two ententes together, he proceeds, Italy and France should talk matters over candidly, and ascertain the economic agreements they may find it well to conclude with Prague, Warsaw, Belgrade, and Budapest, in order that they may establish a commercial understanding that can do no harm to the interests of either country. Prince Ghika expresses it as his further belief that France and Italy could easily get together in this matter if they would have their experts in commercial and industrial fields elaborate a project for trade, transportation and tariff cooperation.



JUST LOOK WHAT THE SUN'S DONE!

Messrs. Lenine and Trotzky are trying to place all the blame for the terrible conditions of Russia on the drought.

—*Evening News* (London).

As between France and Italy, we have the view of the Italian Foreign Minister Schanzer, who represented his country at the Washington Conference, and who is quoted as saying in the Rome *Giornale d' Italia* that everywhere he was agreeably received in France, and that much of the so-called antipathy between the two countries must not be taken seriously, for "with calm and with confidence on both sides we shall travel far together."

Foremost among the statesmen in Central Europe of the new day is Prime Minister Benes of Czecho-Slovakia, who, when questioned by a Prague correspondent of the Manchester *Guardian* as to whether the Succession States of Austria-Hungary might be merged into a Central European federation, replied:

> "I am opposed to either a political or economic federation of these states. I believe in the consummation of political and economic treaties between state and state, such as the one just concluded between Czecho-Slovakia and Austria at Lana, but I do not believe in political federation, a Customs Union, or in Free Trade. Both politically and economically such a policy would be dangerous for Czecho-Slovakia.
>
> "A federation would inevitably restore the German balance of power. In these states there are ten million Czechs, ten million Germans, and nine million Magyars. Magyars and Germans will always stick together, in the future as in the past. Economically and politically they would dominate a federation—the thing we fought against before and during the war. It must be remembered that the Czech Nationalist movement was always more economic than it was political."

The detailed population and area statistics of the kernel of New Europe as afforded by the Polish Bureau of Information *Bulletin* are as follows:

Country	*Area (Sq. Miles)*	*Population*	*Capital*
Finland	125,689	3,331,814	Helsingfors
Esthonia	23,160	1,750,000	Reval
Latvia	24,440	1,503,193	Riga
Poland	150,000	27,000,000	Warsaw
Czecho-Slovakia	54,438	13,636,390	Prague
Roumania	122,282	17,393,149	Bucharest
Jugo-Slavia	95,628	11,337,686	Belgrade

Total population for the seven nations: 75,952,232.

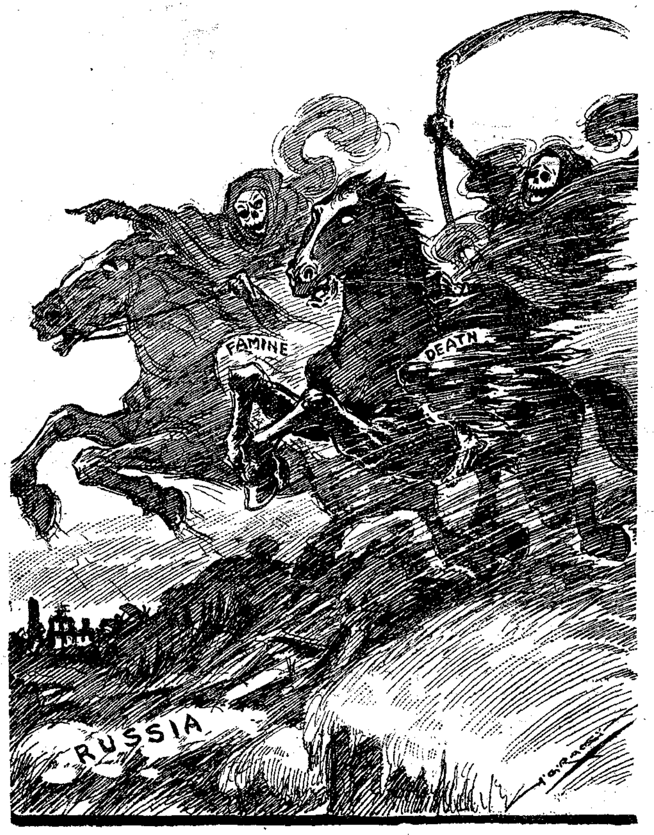
The Little Entente, Czecho-Slovakia, Roumania and Jugo-Slavia: 42,367,225.

Poland: 27,000,000.

The Baltic States, Finland, Esthonia and Latvia: 6,585,007.

Lithuanian writers note with irritation that their Polish colleagues take particular pains to write of the Baltic states as tho Lithuania were not charted and duly recorded on the map, and they attribute it to the animosity between the two countries over the Vilna dispute, which is one of the hard nuts the League of Nations has to crack. As to Lithuania's status it is claimed by a Lithuanian newspaper, *Tevyne* (New York), that during her four years of independence Lithuania has "proved that she has a stronger foundation from the economic standpoint than any of the new neighboring countries." We read then:

> "The budget of Lithuania during the Russian régime, before the Great War, was larger than the budget of such European nations as Switzerland, Serbia and Denmark. 41.2 per cent. of Lithuania's area is very fertile and 23 per cent. of her area is under forests. Her outlet to the sea, through Klaipeda or Memel and Palanaga, gives her an advantageous geographical situation.
>
> "Through the development of her agricultural resources, Lithuania collects sufficient taxes to cover all of her national expenditures, which is proved by the budgets of 1920 and 1921. According to the treaty with Russia, dated July 12, 1920, Lithuania has an area of 90,000 square kilometers, including Vilnius and Klaipeda; according to the Russian census of 1914, her population is 4,489,000; including the Klaipeda region it will reach as high as 5,000,000. Lithuania is larger than Belgium, Holland, Denmark, Switzerland, Serbia or Greece."



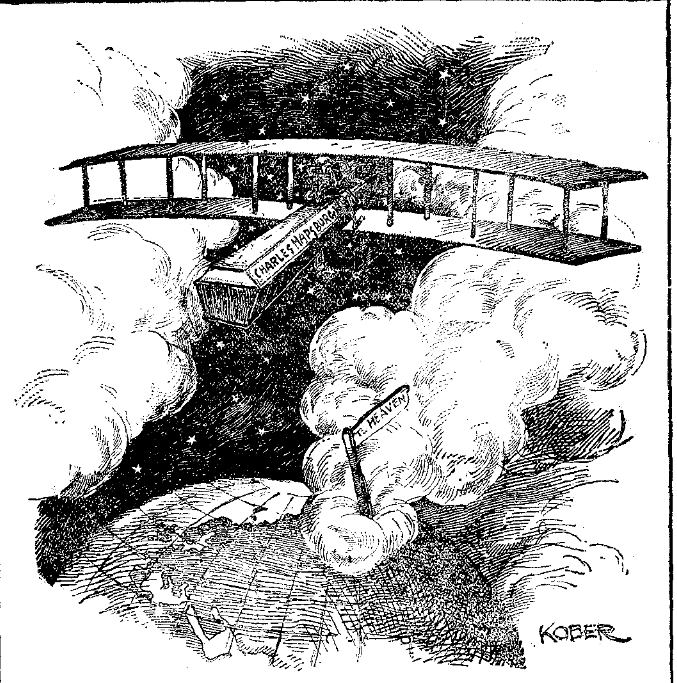
TWO OF THE FOUR HORSEMEN RIDE ROUGHSHOD.

"The probable death toll in the Russian famine district is estimated at 10,000,000."—Cable News.

—*Daily Star* (Montreal).

FINAL DEFEAT OF HAPSBURG CHARLES

DEATH LAYS HIS ICY HAND on kings, and also on "harlequin monarchs" like the Hapsburg Charles, who, according to Austrian editors, was "politically dead for Austria long before his physical death," and whose political activities, says the German *Allgemeine Zeitung*, "put the patience of the defenders of the monarchical system to a severe test." But the Swiss *Journal de Genève* calls attention to the fact that "while the great war-lord Wilhelm II is taking his leisure, a sovereign much less guilty paid the penalty for his crime." Meanwhile this daily wonders whether the Allies were not imprudent in banishing Charles, who "died a victim of circumstances," for "his legend begins to-day, and as history so often has proved, legend has served for the restoration of monarchies." Budapest dispatches advise us of a proclamation of the Hungarian Legitimist party, issued by nineteen Hungarian aristocratic leaders headed by Count Albert Apponyi, in which it is stated that "with the death of Charles, Otto II is King of Hungary, altho temporarily prevented from coronation." With the death of Charles, we read further, the provisional constitution, which was based on the fact that the king was prevented from exercising his prerogatives, must be redrafted by the Assembly about to be elected. Dispatches inform us also that—



THE LAST FLIGHT OF CHARLES OF HAPSBURG.

—*Amerikai Magyar Nepszava* (New York).

"Further postponement of Hungary's choice of a form of government has become impossible, and through the coming elections the people must decide the question and elect a king if the monarchical form is preferred.

"Candidates for the throne are beginning to spring up again, strong parties forming for the support of the Archdukes Albrecht and Joseph Ferdinand, but many deputies are reviving the proposal for the election of an English prince. The party favoring Francis Joseph Otto, eldest son of the dead monarch, however, is unquestionably the strongest.

"Altho the Legitimists are united on a platform upholding the claims of Otto and their program is growing more radical, the indications are that Charles's death has strengthened the position of the government of Admiral Horthy, the Regent.

"The Government is conceding the Legitimist desires for national mourning as for a sovereign, and also has stated there is no objection to the burial of Charles in Hungary, if he express such a wish in his testament.

"As regards the claims put forward for Otto, the Government insists that the rights of all the Hapsburgs were abrogated by the dethronement act passed in the National Assembly, and that even the election of Otto, which is now barred by that law, depends upon the consent of the Allied Powers."

It is noted with significance that all the Budapest newspapers appeared with black borders on the day they announced the demise of Charles, whom they regarded, in spite of the dethronement of last November, as their constitutional monarch. They claim that according to the Pragmatic Sanction no National Assembly could dethrone him or void his monarchical rights. In the Budapest *Magyar Ujsag* a Hungarian writer, Mr. Imre Deri, tells us that Charles "had to die to be taken seriously," and proceeds:

"The first time I saw him, before the war, was at Budapest, where he was the guest of a regiment of Hussars. He was very charming and very young, always smiling and jolly. He spoke Hungarian with a strong German accent, but his smiles were genuine. At that time it was rumored that he loved Hungarians very much and the officers of the regiment carried him on their shoulders. He said things that sounded very important, yet were always commonplace. His mentality was that of a child of six, when he was twenty-four. He would ask how people make statues, or he would express great pleasure over the fact that even in Hungary people could make statues of difficult conception."

This informant relates further that he accompanied King Charles in his tour along the war fronts, and tells of his calling up officers in the front line by telephone from headquarters at the rear. Naturally Charles would announce King Charles as speaking, which announcement, on more than one occasion, was taken as a joke. One lieutenant retorted: "And on this end of the wire is the Pope of Rome. Now, stop making jokes while we are under Russian fire." It was impossible for Charles to convince the officer at the other end of the wire that it was the King who addrest him, and this newspaper correspondent continues:

"He never heard of the newspaper I represented and instead of answering my questions he wanted to know all about how newspapers are made and how I sent my telegrams. It was evident that I was the first newspaper man he ever spoke to. He wanted to show off his knowledge of the Hungarian language, but he did it stammeringly and had to revert to German. In the second month of his reign, he began to cut a comic figure in Vienna, where the people talked about him only as 'our charming Charley.' They regarded him as a child, and not without justification. On the second day of his incumbency he rang up several of his old friends telling them that he appointed them Royal Counselors. People began to talk of his adventures and his petty quarrels with his wife, the Empress Zita, who always proved to be the stronger person of the two. He was not respected, but he was loved. The first time they take him seriously is now that he is dead. He was not destined to be a monarch. It was his tragedy that he had to become one."

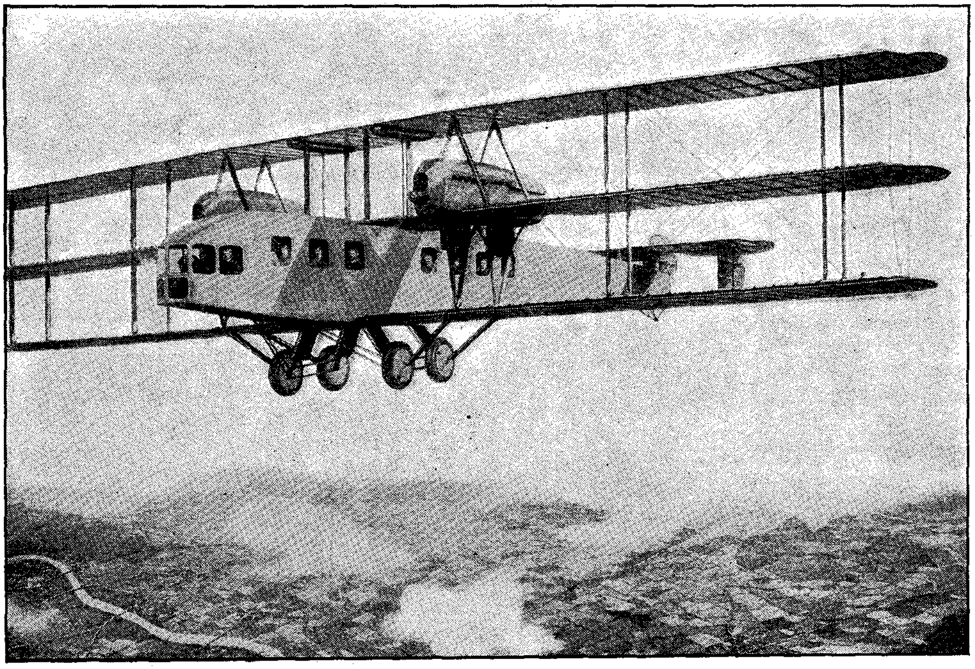
The death of Charles is "a much greater event than it would seem at first sight," observes the Budapest *Magyar Nepszava*, and "will make itself felt throughout Europe." To be sure he died as an ordinary man, but with him died "one kind of propaganda, only to give rise to another, and it is to be hoped that with it will arise a new public opinion to counteract the pretexts of the Allies and the Little Entente in opposing obstacles to the Hapsburg aspirations." In the Paris *Matin* Count Apponyi, one of the leaders of the aristocratic element, expresses the hope that the impending elections will give Hungary an Assembly able to accomplish things, to which he adds:

"What Hungary needs is not the triumph of this or that party, but a régime of efficiency and effort on a democratic basis, which it would be dangerous to attempt to change. . . . Hungary is sick with a complication of diseases: first, the Trianon Treaty, and secondly, the meddling of foreign Powers in our constitutional questions. These Powers may say all they like about aiming at the economic reconstruction of Hungary, yet the truth is they have done all they could to keep the country in its present impotent and agitated condition."

SCIENCE - AND - INVENTION

TRAVELING BY AIR IN ENGLAND

ENGLAND HAS FOUND by bitter experience that commercial aviation can not be set on foot without a government subsidy. This is the conclusion of Michael Egan, the author of a leading illustrated article on the subject in *Conquest* (London). Mr. Egan is of the opinion that England's treatment of this branch of industry was "a failure" up to the adoption of the subsidy law. After reading of its present activities, one is tempted to wonder what he would call the state of somnolence into which this method of transport has fallen in these United States. Still, in England, failure has been turned into hopefulness, and now things are going to happen. After two years of doing the wrong thing, as Mr. Egan puts it, the British Government has learned at last to do the right thing. He continues:



"PROBABLY THE MOST IMPOSING LOOKING AIRPLANE EVER BUILT."

The Bristol Pullman Triplane. "This aerial monster is equipped with four engines which drive two tractor and two propeller air-screws. In the event of one, or even two, of the engines failing, normal flight can be maintained by means of the remaining engines. The passenger saloon contains accommodation for fourteen persons, but if the airplane is required for cargo transport, a space of 570 cubic feet can be made available by removing the seats. The average cruising speed of this machine is about 105 miles per hour."

"The summer of 1919 marked the birth of the civil aviation industry in this country. During the first eighteen months or so of its existence the infantile industry was left to its own resources, and lost no time in getting into mischief. It did all sorts of comic things, too numerous to recall in this article.

"In addition to this, in the winter of 1920-1921, the infant contracted a very nasty chill from the awful channel fogs encountered on the London-Continental air routes. Its health became seriously endangered. Then the big thing happened—the Government introduced the human touch! A cash subsidy of £81,000 was granted and the infantile industry sat up and took nourishment once more. We failed to realize that the industry should have been subsidized from the start. But we have learned our lesson.

"The terms of the first subsidy were provisional. They comprised an agreement made with two companies, whereby each was allowed a definite sum per passenger carried on their London-Paris services during the period, March–October, 1921. Meantime a fresh scheme was drawn up under which an allowance was to be made to approved firms of 25 per cent. of their gross takings, while the Air Ministry guaranteed to provide a certain number of machines on a hire-purchase basis at less than cost price.

"This scheme, prior to its final ratification was condemned on the grounds of providing inadequate assistance. The scheme was accordingly amplified to include an extra grant to the extent of paying 50 per cent. of the premiums up to a maximum. This scheme, which it is hoped will soon come into operation, will be financed by the Treasury to the extent of $1,000,000.

"The latest type of Bristol airplane, a single-engined tractor biplane, which will probably be used very extensively for commercial purposes during the coming summer, has an enclosed cabin for eight passengers (six seats facing forward and two facing aft) and an open cockpit for the pilot and mechanic. Windows, which can be opened readily, are fitted the whole length of the saloon, and heating is provided by means of hot-air muffs round the exhaust pipe.

"In the design of this machine special precaution is taken against fire by the equipment of a steel fireproof bulkhead immediately behind the engine, aft of which no petrol is carried in the body of the machine. A complete wireless telephone and telegraph apparatus is also installed. At full load, *i. e.*, with sufficient petrol and oil for a 400 miles' flight, eight passengers and 50 lbs. of baggage per passenger, the machine weighs over three tons. This three-ton mass of men and matter can skim over trees and hedges at a speed of 122 miles per hour, and can climb to 10,000 feet in twenty-two minutes!

"Probably the most imposing-looking airplane ever built in this country (altho, perhaps, somewhat in advance of the times in respect of its actual commercial utility) is the Bristol Pullman Triplane. This aerial monster is equipped with four engines which drive two tractor and two propeller air-screws. In the event of one, or even two, of the engines failing, normal flight can be maintained by means of the remaining engines. The passenger saloon contains accommodation for fourteen persons, but if the airplane is required for cargo transport, a space of 570 cubic feet can be made available by removing the seats. The average cruising speed is about 105 miles per hour."

It is quite certain, Mr. Egan thinks, that continental air services can never become established on a basis that will enable them to enter into serious competition with existing modes of transport until they are capable of maintaining regular day *and night* services along the main traffic routes. The problem of flying by night is one which many people assume to have been solved completely during the war. Yet the difficulties of night flying that affect passenger air services are totally different from those encountered during the war. If an airplane crashed in the darkness then, or lost its way and landed in a plowed field fifty miles from its destination—that was part of the job. The business man, however, who steps into an airplane on a London aerodrome at midnight, expecting to be called for breakfast in a Paris hotel next morning, may reasonably be expected to worry if he finds himself compelled to spend his night shivering with cold in the center of a turnip field on the outskirts of a French village! It seems that—

"The establishment of a regular aerial night service necessitates three important provisions: (1) Efficiently lighted aerodromes at the points of arrival and departure; (2) an accurate method of guiding a pilot to his destination, either by means of a series of lighthouses along the route, or by directional wireless apparatus; and (3) a regular system of transmitting periodical meteorological reports to the pilot by wireless in the course of the flight. The aerodrome lighthouse that has been installed at Croydon—the London terminal aerodrome for continental routes, is equipped with an ordinary lighthouse lamp on top. This lamp, which gives out a bright, dazzling light, is kept burning while the airplane is approaching the aerodrome. When the airplane reaches the immediate precincts of the aerodrome the top lamp is extinguished and the four lower lights are brought into play. These are fitted with curved shades by means of which the light is reflected downwards and inwards on to the white cone-shaped base. Thus the pilot sees a clear white circle of light which does not dazzle him."

The problem of navigating aircraft by night over short distances has been carefully investigated, Mr. Egan tells us; and experience has shown that the best system is one in which wireless direction-finding apparatus is supplemented by visual land signals. When a pilot wishes to ascertain position he sends out a series of pre-arranged wireless signals, on which the operators at two stations take bearings, compare results and inform the aircraft. Then, too,

"In addition to this, arrangements are now in course of completion for the installation of a number of aerial beacon lights along the continental air route. These lighthouses will be of the 'automatic gas acetylene' type, and will be of 70,000 and 90,000 candle-power respectively. In clear weather the light at Lympne can be seen from the French coast, so that machines flying by night should be in constant touch with one or other of the lights after reaching the Channel on the homeward journey. It remains for the French authorities to complete the chain on the other side of the Channel.

"The rapid and reliable transmission of weather reports to pilots during flight is of supreme importance to all air transport services. The fickle nature of our climate renders this essential. It frequently happens that a flight which is begun under 'fair weather' conditions is finished in a blizzard, or a gale of wind.

"The problem of forecasting weather conditions to such a degree of accuracy as is required in order that such forecasts should be of real utility to aircraft is by no means a simple one. To-day a provisional organization is in operation whereby frequent weather reports are transmitted by wireless each day to a home meteorological office by a number of merchant ships plying on the North Atlantic. This scheme has proved so satisfactory that arrangements are already in progress for extending its application to ships traversing other seas.

"There is every reason to expect that regular day and night services will be in daily operation along the London-Paris air route during the coming summer. Once this has been accomplished it should not take long for the companies concerned to demonstrate the great value of aerial transport to the general public, and so secure for themselves a regular supply of passenger and cargo traffic. Given equality in speed, cost and reliability, companies that compete for patronage on the same route will have to give particular attention to the all-important question of passengers' comfort. This resolves itself into a number of separate problems, such as elimination of engine noise and vibration, the dispersal of unpleasant smells from the exhaust, and the provision of adequate heating and ventilating devices. Bad ventilation has frequently been the main cause of air sickness.

"It may be wondered how air is to be admitted into the saloon of a machine traveling at, say, 100 miles per hour. This is accomplished, however, by the insertion of right-angled bends in the air trunk which feeds the compartment. Each bend reduces the rate of flow by 50 per cent. Owing to the tendency of vitiated air to descend, the aspirators for its removal are situated below the level of the seats."

POWER SHORTAGE FROM LACK OF SNOW

THE DEPENDENCE OF POWER-STATIONS on snowfall in certain locations is well illustrated by an unprecedented power-shortage with which the industrial zone in northern Italy is now threatened, as we learn from *The Electrical World* (New York). The shortage will reach its peak this month but, reports to the Department of Commerce say, it has been serious since early in December. An abnormally small snowfall in the northern mountains last winter and the intense cold which prevailed throughout the summer in the upper mountain levels, hindering the snow from melting, have caused the streams which are relied on for power to fall to very low levels. We read further:

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LUXURIOUS INTERIOR OF A LONDON-PARIS FLYER.

"In an effort to develop new sources of water-power it has been proposed to tap the southern end of Lake Lecce. At that point, it is estimated, 2,000,000 kilowatts could be developed without lowering the level of the lake to the point where hardship would ensue. Work already is under way looking to the emptying of Lake Castel into the Val di Toce. This development is expected to produce 5,000,000 kilowatts. An estimate also has been made showing that 500,000 kilowatts could be developed by drawing off water from Lake Varese without lowering the level of the water more than two feet. It is believed that an additional 2,000,000 kilowatts could be obtained if Lakes Monate and Comabbio were connected with Lakes Maggiore and Amone by means of siphons across intervening hills.

"The power shortage has become so serious that curtailments already have been made of the supply for less essential uses and it may become necessary to suspend all electro-siderurgical operations—highly developed in Italy—and supplant electric traction with steam locomotives on the Milan-Varese railway. Restriction of the use of electric lighting in homes to two hours daily is under consideration. One industrial plant has rigged up a battery of farm tractors to furnish power for some of its generators.

"It is reported that beginning February 1,200,000 kilowatt-hours of electrical energy was daily being diverted to northern Italy from Switzerland, in order to overcome to some extent the crisis arising from the electric power shortage. In view of the fact that Switzerland also is suffering from low water this action merely indicates to what extent the shortage in Italy has affected her economic status."

A NEW FUEL

THE COMBUSTIBLE PART of coal is conserved and the ash is eliminated in the preparation of a new fuel known as "Trent Amalgam," we are assured by Herbert Hanlon, writing in *Pacific Shipping Illustrated* (Seattle). This new mixture, we are told, may supersede oil and find market for the poorer grades of coal, opening new opportunities to steamships and railroads heretofore dependent upon high-priced fuels. The inventor, Walter E. Trent, was formerly of the U. S. Bureau of Mines. Lord Pirrie was so imprest with the process, Mr. Hanlon tells us, that he has arranged to establish proper burners in the ships of the White Star Line from Baltimore, and will arrange to use them as early as he is assured of production in sufficient quantity to justify the undertaking. We read:

INVENTOR OF THE NEW FUEL.

The mixture devised by Walter E. Trent "may supersede oil and find a market for the poorer grades of coal, opening new opportunities to steamships and railroads now dependent upon high-priced fuels."

"Mr. Trent's development of this fuel was the indirect result of his having presented to the War College in the earlier stages of the war a design for a constant cycle motor, using pulverized coal in the combustion chamber. Mr. Trent developed the engine to where he was getting the desired results for about ten minutes when the motor would clog with ashes. He had therefore to find a way to eliminate the ash from the carbon in the pulverized coal, without reducing efficiency. The final result was the Trent Process Amalgam. The first commercial plant is at Alexandria, Va. This plant, which is owned in its entirety by Mr. Trent personally, is capable of producing five hundred tons of amalgam daily from the first unit of construction, and may be quickly expanded. The process of producing the fuel, as related to me and demonstrated to me by Mr. Trent, is as follows:

"In processing, the coal is first passed through a crusher and reduced to quarter-inch sizes, and is carried on a conveyor to a pit from which it is pumped, wet, into a large wood tank, filled with water kept in constant agitation. The powdered coal from the first crushing floats to the top, overflows into a circular trough and is carried direct to the agitator. The heavier materials are mechanically carried into a pulverizing machine. The resultant product is then carried back to the original tank and floats over the top into the trough and is carried into the agitator. In the agitator, oil is added to the powdered coal and water which fills the tank, and during the process of agitation, which is accomplished by hydraulic jets, amalgamates with the pure carbon of the coal, which by the pulverizing has been released from the ash. The oil will not amalgamate with the wet ash, and the oil and carbon amalgam is salvaged from this tank, which is the final step in the process.

"Ash elimination is dependent upon the fineness of the wet grinding of the coal and the viscosity of the oil. In the amalgam, the ash content plus moisture will not usually exceed five per cent., and in some instances will run as low as two per cent.

"The process yields approximately like results from the various grades of bituminous, anthracite, semi-anthracite, cannel and lignite. The resultant amalgam from the average of coals treated as described will show 25 per cent. oil, 70 per cent. carbon and about 5 per cent. ash and moisture.

"The completed product will stow in ships' bunkers 60 per cent. more thermal units than is possible with the best of Pocahontas coal, deemed by the U. S. Navy to be the best steaming coal available. It may be stowed dry, plastic or semi-liquid form. In any form it shovels freely and spreads as readily as any slack coals. Trent Amalgam may be handled by conveyor or pump and can be fired by any automatic or mechanical device for firing coal, or by hand. It also burns well in what are known as 'tar' bunkers. It can be made of a consistency to handle exactly as oil, but it is far better to use it dry or in a plastic state. To increase the percentage of oil increases the cost without adding to the efficiency.

"Boiler tests made at Alexandria, Va., show that the amalgam has 42 per cent. steaming advantage over the best steaming coal available.

"It is claimed that the quicker and better burning of the amalgam in comparison with other fuels, particularly coal, is a great factor in insuring the maximum efficiency of boilers, and burning amalgam in a firebox will show 150 horse-power efficiency as against 100 horse-power from coal under like conditions.

"The coke from the amalgam shows every indication of being available for any use to which the best of coke may be devoted, from ordinary fuel purposes to the reduction of minerals, and this is claimed for it by Mr. Trent.

"This process properly developed on the Pacific coast would undoubtedly open up fields of opportunity which have hitherto been closed or greatly restricted by reason of inability to produce high quality coke in quantities in the Northwest.

"Plants under the Trent Process are under construction in Great Britain, France and Italy."

THE BIGGEST BOILER IN THE WORLD

IT IS IN DETROIT, where it was installed recently by the Edison Company. A writer in *The Michigan Manufacturer and Financial Record* (Detroit) tells us that this boiler can convert 24,000 gallons of water into 200,000 pounds of steam every hour, and this is steam enough to heat comfortably more than 1,000 large residences in the coldest weather. To say that this boiler is the largest in the world is quite a statement. There have been many large boilers installed in industrial plants throughout the country, but this is the only one of 2,982 horse-power in existence. We read further:

"In the coal-box of this boiler, were the grates to be covered with flooring, a dancing party could make merry without bumping heads or treading upon each other's toes.

"For a more detailed description of the boiler, we will quote J. H. Walker, plant superintendent, as follows:

"'The four upper drums are of 44 inches diameter and the two mud drums 48 inches. There are 2,184 tubes. The tubes banks are 52 tubes wide in the direction of the length of the drums.

"'It has been possible to install 29,820 square feet of heating surface in this boiler without a corresponding increase in the size and cost of the building, boiler setting, auxiliaries, etc.

"'The boiler is set with the mud drums 15 feet nine inches above the floor, which is a common height for boilers of this type, giving a height to the extreme peak of the combustion chamber of approximately 35 feet. The volume of the combustion chamber is 11,440 cubic feet.

"'The stoker is of the Taylor three-plunger type, with 14 retorts on each side of the boiler. It has a rated capacity of 1,200 to 1,400 pounds of coal per retort, per hour, giving a total fuel burning capacity of 33,600 to 39,200 pounds of coal per hour.

"'The service to which the boiler is put requires the use of raw water to about 90 per cent. of the total output. To remove the scale-forming materials from the water the boiler is equipped with four live steam purifiers, each consisting of a drum containing a number of shallow pans over which the water flows. Each purifier is connected directly to the steam space of the boiler by a pipe of generous size and the scale-forming materials in the water are deposited as the water becomes heated by the high-pressure steam. Sodium carbonate also is added to the water in graduated amounts before it enters the purifiers.'"

UNCLE HENRY'S SUBSTITUTE FOR LEATHER

HENRY FORD is now reported as turning out daily 27,000 yards of leather-substitute for use in the seats, tops and curtains of Ford cars. In 1920, we are told by Kenneth D. Cassidy in an article in *The Michigan Manufacturer and Financial Record* (Detroit), the Ford Motor Company built 940,000 motor cars, necessitating a purchase of approximately 81,875,000 square feet of rubber cloth material for tops alone. The process by which Ford is producing this great quantity of artificial leather substitute daily with a working force of 63 men may well be classed, the writer asserts, among the wonders of the Ford industry, and is one of the answers to, "How does Ford do it?" He continues:

"The story of this branch of the giant industry, its gradual evolution from a struggling infancy, and the radical departure from all previous methods involved, forms an interesting chapter in Ford's industrial progression. Prior to 1919, an engineer in Ford's employ conducted experiments in leather substitute making for more than two years. In the latter part of 1918, preparations were made for actual production. On January 6, 1919, 840 yards of sateen were given the first two coats of 'mixture,' as it is called. Since that time the growth of the industry has been rapid, until the estimated output for the current year is in excess of eight million yards.

"Three grades of leather substitute are being manufactured. The raw material is sateen. A twenty days' supply of cloth is kept on hand.

"The roll is first weighed and inspected. Then it is placed on the unwinder, a special machine equipped with a regular Ford brake which regulates the flow of cloth into the ovens.

"From this machine the cloth enters the ovens. Seven feet square at their base, they extend thirty feet upward through the roof. Within each oven are coils of steam pipes and a temperature of 190 degrees is maintained.

"Before the cloth enters the ovens from the unwinder it is given its first coat of 'mixture.' It is this mixture which changes the sateen into leather substitute. The ingredients and the amount required for a batch are as follows:

"Nitrated cotton, 1,420 pounds; blended oil, 1,120 pounds; drop black, 1,300 pounds; butyl acetate, 33 gallons; ethyl acetate, 320 gallons; benzol, 650 gallons.

"The nitrated cotton used is not quite as highly nitrated as that utilized in the manufacture of guncotton and is non-explosive. This is dissolved in the acetates, thinned with benzol, and the other ingredients added. Blended oil is used to assure flexibility.

"At the present time, this mixture is received in barrels already mixed. Ford, however, in the near future plans to do his own mixing.

"The mixture flows from the supply tank through a pipe directly above the cloth in a thick, black stream. It is spread out and the coat made uniform by means of a knife which scrapes over the cloth and the excess mixture flows into a trough and is pumped back into the supply tank.

"The prepared cloth passes into the oven, travels to the top of it and down again, and then emerges on the opposite side. By this time the first coat of composition has been baked on. The sateen then receives a second coat of the mixture and travels into another oven. This process is repeated in seven ovens. Coats one and two are not as heavy as the other five, thus providing a thorough penetration of the cloth, which travels on rollers moving at a uniform rate of eighteen yards per minute.

"After emerging from the ovens, the cloth is cooled by merely running it up and down in the open.

"From the ovens the roll of cloth is carried to an embossing press, which exercises a pressure of 200 tons and makes seven and a half presses a minute. After the leather has been grained, a finishing coat of mixture is applied. When the coating process is finished the material is inspected, rolled, packed into box cars, and shipped to the assembly building where it is made into seats and backs. The yardage of finished leather exceeds the original yardage of cloth, due to a slight stretching of the material."

The foregoing details are of the manufacture of heavy material for seats. In making top and curtain leather a different grade of sateen is used. Only four coats of mixture are applied and only four ovens are necessary. More oil is also used to give increased flexibility. Mr. Cassidy proceeds:

"Approximately 2,000 pounds of nitrated cotton are used every day. The ingredients are mixed in a large revolving tank having a capacity of 1,500 gallons. The mixing of a single batch requires from six to eight hours.

"Prior to Ford's experiments all ovens used in making artificial leather were of the horizontal type. With the horizontal oven there is the necessity of transporting the cloth from one oven to another, and a forced draft is necessary to carry off the heavy fumes, while in the vertical oven natural draft is sufficient. Finally, danger from fires is greatly lessened. With the vertical oven the flames are confined to the oven and escape through the roof. Ford has taken every precaution to avoid fire. Everything is grounded for static electricity. All lights are outside of the building and so arranged that they shine through the windows.

"There are some interesting bits of salvage work in connection with this production. It was noticed that when the barrels of cellulose were emptied considerable of the material adhered to the sides of the barrels and was wasted. By rigging up a barrel tumbler—a revolving platform to which the barrel is fastened—and by the addition of a thin oil most of this loss is now recovered.

"Another saving has been made in the photographic department. All Ford Weekly films and negatives of pictures that are discarded are sent to the artificial leather building where they are soaked in hot water and the cellulose recovered. This is used in the 'mixture.'

"Ford also is preparing to make his own cloth and, from present indications will, in the near future, be able to manufacture enough for his own use. At this time three looms are turning out 120 yards daily.

"Should Ford obtain possession of the nitrate plant at Muscle Shoals, one operation there will be the nitration of cotton. If this can be accomplished, Ford will be weaving his own cloth, nitrating his own cotton, preparing his own mixture, and manufacturing his own leather substitute. It is possible that should matters turn out as expected, this entire plant will be transferred to Muscle Shoals. At this time, sixty-three men are turning out from 27,000 to 36,000 yards a day."

READING BURNED MANUSCRIPT—A method of deciphering completely black charred paper from which important ink records have been apparently completely defaced by fire, has been discovered by Raymond Davis, chief of the photographic laboratory of the United States Bureau of Standards, we are told by Science Service's *Science News Bulletin* (Washington). We read:

"Records that were contained in a practically air-tight safe were charred beyond recognition in a fire at Augusta, Ga. The Bureau of Standards was appealed to by the postmaster at Augusta to restore the carbonized records to readability. Chemical means of restoring the ink were resorted to without success. Then photographic methods were tried. The charred record sheet was laid between two photographic plates with the emulsion sides of the plates next to the carbonized paper. For two weeks they were allowed to remain in contact. Then the photographic plates were developed in the ordinary way. A perfectly decipherable image of the valuable records on the sheet was the result.

"Contact of the charred paper had affected the photographic plate, but where the ink had been the photographic chemicals of the plate were unchanged. The writing that had been on the paper could thus be read! The only difficulty in the deciphering was that the writing on both sides of the paper showed on both plates, but that on the closer side of the paper was the stronger on each plate.

"When photographic plates were first packed for sale, the manufacturers were in the habit of placing printed instructions inside the boxes next to the plates. They soon had to abandon this practise as they found that after the package had stood for a time the paper formed an image on the plates and spoiled them. It is believed that this phenomenon is similar to the one that Mr. Davis has utilized. One explanation of the effect of the charred paper on the photographic plate is that the gaseous emanations of the products of the destructive distillation of the wood in the paper cause it."

RADIO · DEPARTMENT

RADIO FROM AN ELECTRIC-LIGHT SOCKET

GREAT INTEREST HAS BEEN AROUSED by the newspaper reports of a successful experiment of Maj. Gen. George O. Squier in the utilization of an ordinary electric-light system for the dissemination of radio messages. General Squier made a demonstration before a number of experts in his office, in which he attached a radio receiving telephone set to a socket of an electric light on his desk. By merely pulling the lamp cord, the General started and stopt the messages. In *Popular Radio* (New York) we find this description of the interesting test:

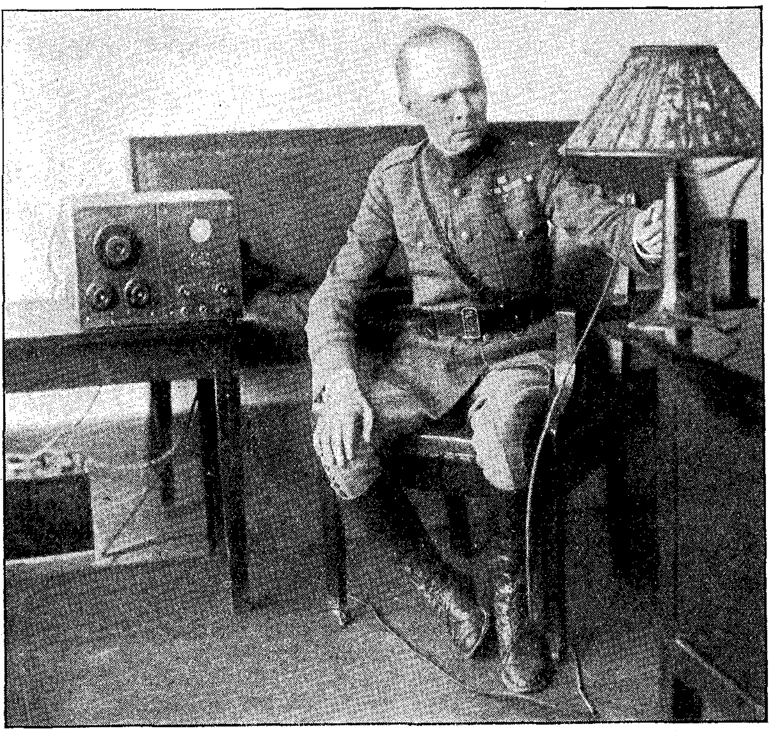


Photo from International.

RADIO BROADCASTING OVER ELECTRIC LIGHT WIRES.

General Squier, the inventor of "wired wireless," and Chief of the Signal Corps of the U. S. Army, is here seen receiving music and messages from an ordinary electric light socket by another new process he has perfected.

"The demonstration included the receiving of news, music and talks from a distant room in the Munitions Building, where a radiotelephone transmitter (S C R 67) was connected through an ordinary socket to the lighting circuit of the building. Music from a phonograph was transmitted to the 110-volt electric line through a standard microphone such as was developed during the war for aviators.

"There is no interference, no fading, and weather does not affect the broadcasting by this new method. The process is based on General Squier's invention of 'line radio' or 'wired wireless' which he perfected some time ago and which permits the use of a line as a guide, altho the messages go on wireless waves which follow the line. The turning of the switch, however, cuts the circuit, and the sound ceases.

"Future uses for the new invention suggests that a hotel can supply all of its guests with music from a sending station in the basement; a single orchestra can furnish music for the local playhouses and movies, and invalids at home or in near-by hospitals can get such entertainment as is furnished locally. 'Every home and every room in a hotel where there is an electric lamp can now keep in touch with the world,' General Squier said."

The qualifying statement is made, however, that experts are doubtful whether the system can be used over the large lighting cables in city streets; and amateurs are advised not to play with this new idea until they have more definite information on the subject. Meantime the new experiment gives added interest to the remarkable "wired wireless" method. Another article in *Popular Radio*, by Dr. Henry Smith Williams, tells how General Squier came to develop this method as a war emergency. The U. S. Signal Corps had been called upon by the Allied Council to furnish 100,000 miles a month of insulated telegraph and telephone wire, and no such quantity could be produced, chiefly because there was lack of adequate machinery to make the braided covering for the wire.

"Confronted with this situation, the United States Signal Corps, with General Squier at its head, not unnaturally realized the desirability of finding a substitute for braided cotton thread.

"The Signal Corps found it. Indeed, it found something not merely 'just as good,' but in many respects vastly better. Confronted with the shortage of braiding machines, General Squier said in effect: 'Let us try electron tubes instead.' Asked to supply 100,000 miles of braided cotton a month, he said: 'I will give you an unlimited quantity of electromagnetic waves instead.'

"Succinctly stated, what General Squier did was to run a bare wire of phosphor bronze across the Washington channel of the Potomac River from the Army War College to the opposite shore in Potomac Park, letting it sink to the bottom and lie there absolutely unprotected. A standard Signal Corps radiotelephone and telegraph set was directly connected to each end of the wire; one set served as transmitter and the other as receiver. At the receiving end, the bare wire was directly connected to the grid terminal of an electron tube of the receiving set and the usual ground connection was left open. Tuning a wire to a frequency of about 600,000 cycles a second, excellent telegraphy and telephony were attained.

"Sundry other confirmatory experiments having been made with a submerged wire, attention was directed to the possibility of conveying a directed message along a wire lying on the ground. A bare No. 16 wire was laid on the surface of the earth connecting the main laboratory with the Signal Corps and a small field station one and three-quarter miles distant. Radiotelephone instruments used were standard sets utilizing an oscillating transmitter of the electron tube type. It was found that good telephone communication could be made with this equipment.

"As the next important step, the bare transmitting wire was buried in the earth to a depth of about eight inches. The soil was moist, sandy loam, only a few feet above tide-water. The wire thus buried conveyed the electromagnetic current as before, and satisfactory communications were established for the distance of about a mile. To make the experiment more definitive, tests were made with the buried wire not laid in a straight line, but turning in various angles.

"The successful termination of the experiment may be said to have established the principle of 'wired wireless' beyond controversy. It is obvious to any one familiar with the general principles of radio transmission that it should be possible, by using different wave-lengths, to send several messages simultaneously in either direction along a single wire, each message indistinguishable except to the particular instrument tuned to receive it. Practical experiment was presently to demonstrate the validity of this assumption."

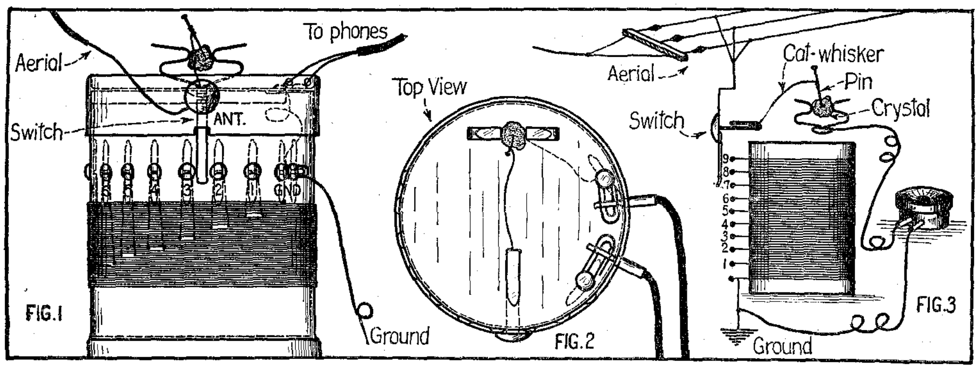
Such, then, is the method for which its originator suggests a new and highly important practical application. It will be understood that the waves that follow along the wire do not constitute an ordinary electric current, but are the electromagnetic waves of radio, not traveling on the wire itself, but for some strange reason holding to a channel of ether which has the effect of a tube about the wire, and thus being directed to a particular goal instead of being dissipated into space in every direction.

It is suggested that there are great possibilities of conservation of power in the method; and that the problem of interference of waves conveying different messages in the air is virtually solved by "wired wireless." Should it be found that the ordinary electric light wires which run out from a power station and branch perpetually to reach multitudes of homes, can be used effectively to distribute radio messages, broadcasting will take on new aspects, and is assured a greater importance in community life than even the most sanguine of enthusiasts had hitherto predicted for it.

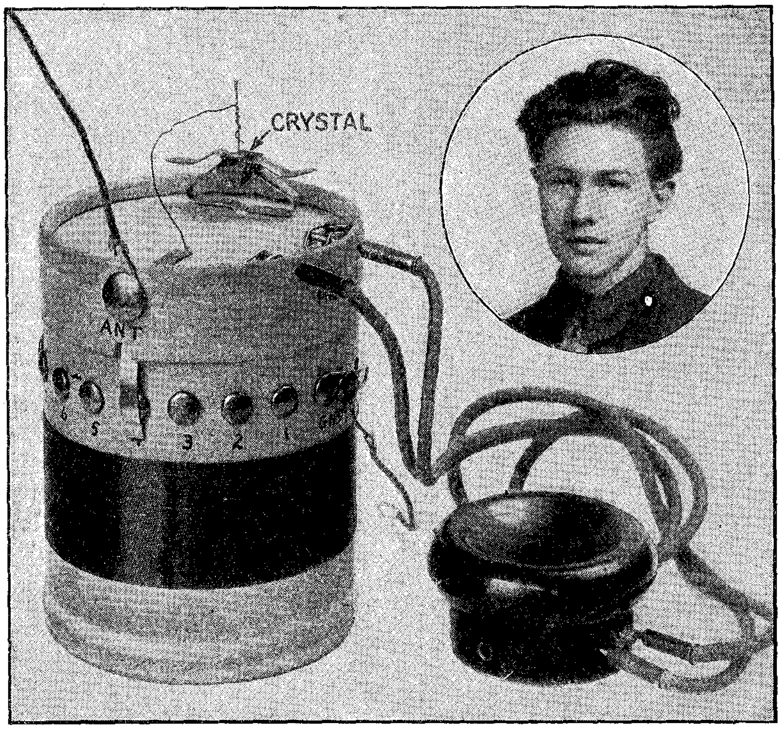
THE SIMPLEST RADIO RECEIVER

NOT LONG AGO A PRIZE CONTEST was instituted by *Science and Invention* (New York) the intention of which was to stimulate ingenious persons to devise the simplest possible of radiophone receiving sets. "What was wanted," the editor explains, "was an outfit that could be made by any one without knowing anything whatsoever of radio mechanics. We wanted an outfit that could be made from scraps lying about in almost any home, and from things that could be procured readily without making special fittings, etc."

The response demonstrated anew the wide interest in radio. Over eight hundred manuscripts were received, and more than one hundred models of outfits. Men in all walks of life competed, and four articles with models were received from women. The smallest outfit was wound upon an ordinary thread spool and did not weigh more than one and a half ounces. The first prize was awarded to "a young New York genius of twenty-one," for an apparatus which the editors declare to be, in their opinion, "the simplest outfit that can possibly be made." There is further editorial assurance that this is a complete and practical radio-receiving telephone apparatus, which works well, tho the cost, without the telephone receivers, was less than forty cents. The inventor tells us that a knife or razor blade and a small nail are the only tools required to make it, and he declares that the complete set can easily be constructed in about half an hour; and that it is "as efficient as most of the crystal sets now being sold and in most cases superior to them." The editors express the hope that those laymen who are still skeptical as to radio will find time to build the outfit. Here is the inventor's own account of the way to make this simplest of radiophone receivers:



ALL THE PARTS AND WINDING ARRANGEMENT OF THE PRIZE SET.



Illustrations by courtesy of "Science and Invention," New York.

JAMES LEO McLAUGHLIN AND HIS PRIZE OUTFIT.

It can be made in thirty minutes, he says, with a knife or razor blade and a small nail, and is "as efficient as most of the crystal sets now being sold." Aside from the phones, it cost less than forty cents.

"The material required is as follows:
1 paper container (4" in diameter)
13 paper-fasteners (small size)
2 paper-fasteners (large size)
3 paper clips
2 oz. No. 26 enameled copper wire
1 small piece of silicon or galena
1 common pin.

"Take the container and punch nine holes one inch down from the top, with a small nail, one-half inch apart. Into each hole push a paper-fastener. With pen and ink number each fastener from right to left, 1 to 9. Alongside of hole No. 1 push two fasteners with a paper clip underneath—mark GND (ground). One-half inch down from GND, punch a small hole; this is the starting point of the coil.

"Take the wire and push the end through the hole. Wrap the end around one of the fasteners GND (on the inside of the container). Be sure that where the wire touches the fastener, the enamel has been scraped off or else a poor connection will result.

"Next pull the wire tight and commence winding the coil. The total number of turns is seventy, and a tap is taken off at each of the following turns: The 15th, 20th, 25th, 30th, 35th, 40th, 45th, 55th and the 70th.

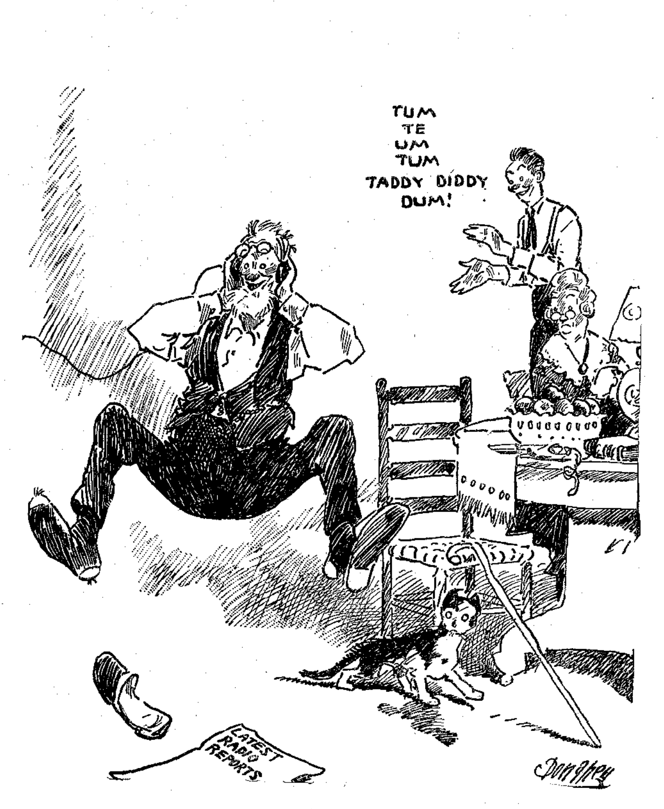
"Fig. 1 shows how to tap the coil. The important things to look out for are that the coil is wound as tight as possible, and that the enamel is scraped off the wire, where it makes connection with the fasteners. The 15th turn is contact No. 1, the 20th No. 2, etc. The next job is the switch that moves over the contacts. Fig. 2 shows how this is made. Take one of the large fasteners, push the ends through the side of the cover, close to the lid. Bend one end down flush with the side and push the other end through the top and bend over.

"Put the cover back on the container and bend the end of the fastener so that it rides over the contacts easily, when the cover is turned, but be sure that it touches each of them. Break off the surplus end.

"The other large fastener is pushed through the lid opposite the switch and is bent, as shown on Fig. 2, so that it can hold the small crystal. A short piece of bare wire (about No. 24 will do) acts as the cat-whisker, a pin is fastened to one end and the other end is wrapt around the end of the switch—the part that is bent over (see Fig. 2).

"Fig. 3 shows the diagram of connections and needs little comment.

"The telephone receiver is a single Murdock without head band, and can be purchased for about $2.00. Of course any other kind may be substituted.



FARM LIFE ISN'T WHAT IT USED TO BE.

Grandpa listens in on the wireless to "Old Dan Tucker" and "Turkey in the Straw."

—Donahey in the Cleveland *Plain Dealer*.

"For the antenna one-half pound of No. 18 bare copper wire will do. This will give about 100 feet of wire. Two porcelain cleats will also be required and should not cost over 5 cents. The wire can be had for about 30 cents.

"String the wire the greatest length possible, and attach outer end to a tree or other elevation, at least thirty feet high. The other end of the wire enters the house and is attached to the switch button marked ANT and a short piece of rubber tubing should be slipped over the wire where it passes through the wall of the building.

"A good ground can be had by connecting a wire to the nearest gas or water pipe. Scrape the pipe for a length of about two inches, so that it shines, then wrap several turns of wire around it and twist tightly.

"To operate the set, bend the cat-whisker wire so that the pin rests on the crystal. Move the pin over the surface until a signal is heard; at the same time move the switch over the contacts, and leave it on the one that brings in the station the loudest. With this set in New York City using only a single No. 24 wire, 25 feet long strung up in a room, WDY'S and WJZ'S concerts came in fine, and on several occasions, the phone could be held about six inches from the ear and still the music and voice could be distinguished."

HOOKED UP WITH THE WORLD

NOT INFREQUENTLY WE HEAR the opinion exprest that the present extraordinary vogue of radio represents "a craze that can't possibly last." The holder of this opinion is usually a city man who has some friends with whom the receiving telephone is probably little more than a toy. Many such there are, doubtless. But the future of the receiving telephone in the home does not rest primarily with the city dweller who is within easy reach of numerous entertainments. It rests with the residents of the villages and with a farm population numbering thirty odd millions. Here are people who can not step round the corner to an entertainment, nor gain the news from an evening paper.

But now the radiophone brings news and entertainment into their homes. An inkling of what this means may be gained from an account of the personal experience of a Kansas farm boy, named Hugh Stout, as related in the *Kansas Farmer* (Topeka). It is a matter-of-fact recital; yet even five years ago it would have seemed like a fantastic dream. The youth who is speaking lives away out in Kansas; but in his daily experiences he is a cosmopolite. Let him tell the story:

"We have been using a radiotelephone receiving set for about a year and have been regularly receiving market reports, concerts, news items, conversations between operators, reports of stolen automobiles, descriptions of men hunted by the police, and a number of other things. On the evening of February 24 we heard an organ recital from a church in Pittsburgh, Penn., and a concert given by the *News*, of Detroit, Mich.

"The stations which we can hear best are Pittsburgh, Detroit, Kansas City, Denver, and Madison, Wis. We also hear occasionally from Oak and Wahoo, Neb., Slater, Jefferson City and St. Louis, Mo., Chicago, Ill., Dallas and Childress, Tex., and from our neighbors at Wichita, Great Bend and Kiowa, Kan. We get the correct time twice a day from Annapolis, Md.

"The set which we have is mounted on a wall board panel which is fastened to a wooden box containing a type 'B' battery for the audion tubes. The tuning portion of the apparatus consists of a three-coil mounting and two sets of coils and two variable condensers. One set of these coils is for the radiotelephone and all stations using a wave-length ranging between 180 and 450 meters. Two of the coils have 35 turns of wire, while the third one has 25 turns. The other set of coils is for receiving messages from air stations using a wave of from 10,000 to 20,000 meters in length.

"For a detector we have a Cunningham detector tube. The control for this detector consists of a rheostat, a type 'B' battery switch and a fixt grid condenser. We use a Radiotron amplifier tube with a transformer and socket and a rheostat to control the current to the filament in the tube. We use two sets of 3,000 ohm receivers.

"The aerial is made of three wires about 125 feet long and 25 feet high. We have found that by using the telephone line in place of the aerial and the aerial in place of the ground, we get better results and have less interference from static electricity. This will not always work on all stations as it changes the wave-length of the receiving set.

"A set like the one we describe will receive messages from radiophone broadcasting stations and from spark wireless telegraph stations. It would cost a little more than $60 with a 6-volt storage and a 60-volt dry-cell battery. We use a number of flashlight batteries connected together in series.

"We did not make up any of the units of this set which we use because we think that factory-made instruments are more satisfactory since they have been made by experts and have been tested before being sent out. The units which we now have we mounted on the panel ourselves, but we had some help in hooking them up properly.

"The other evening we had some guests here at the farm and all of us listened to a splendid concert by a symphony orchestra in Chicago. At 8:55 I changed the coils on my set for those adapted to the greater length waves and tuned up for a message from Annapolis which sends out the time every evening. For five minutes before the hour, the Annapolis operator dispatched a continuous signal that sounded like a mechanical hum, each variation marking the elapse of a second. At exactly the hour the sound stopt for an instant and the listeners set their watches to Government time sent 1,000 miles through the air."

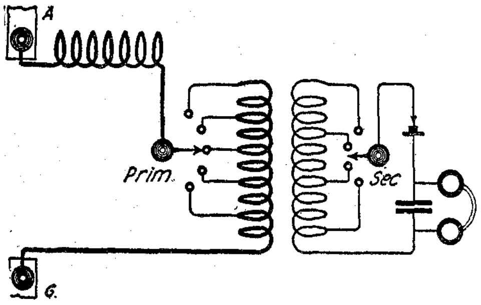
A POCKETBOOK RADIO SET

THE ATTENTION OF CHRONIC INVALIDS and bedridden convalescents is called to a way in which they might beguile some tedious hours by imitating Mr. Raymond M. Moore, who made a compact radio receiving set out of an old pocketbook, while confined to bed recovering from a long illness. In *Radio News* (New York), Mr. Moore gives a cheery account of the way he did it.

"Why not install a wireless in your billfold? Especially when you're broke! After reading in *Radio News* about a prize for the smallest portable radio outfit, I decided my billfold would be of more use carrying a wireless than money. This is the method I used:

"Take a billfold or card-case of the ordinary kind that folds over twice.

"The coil to the extreme right is the secondary and is constructed on the pancake style in the following manner: Take a piece of cardboard or wood ½" x 1¾" x ¼" and paste a piece of cardboard 2" x 4" on either side so the first piece forms a core for the coil. Then wrap 450 turns of 31 S.S.C. wire on this, taking a tap every 90 turns. This makes a coil about 2" x 3¼". Break frame away from it and fasten on the billfold with an ordinary needle and thread, running the taps under the primary to switch.



HOOKUP OF THE WALLET WIRELESS.

"The primary is placed on the center of the fold and is constructed and fastened on much the same principle as the secondary. It consists of 820 turns of No. 28 S.S.C. wire, a tap on the first 80 turns and every 40 thereafter, making seven in all.

"The extreme left of the fold is given over to the panel or control. This is a piece of fiber or some stiff insulating material 1¾" x 4¼" x ⅛" and is slipt under the transparent cover where identification card belongs. On this are mounted the primary and secondary switches, the crystal detector and binding posts. The condenser is also mounted here.

"The primary switch is of the usual rotary type and has a 1" radius. The small fiber handle is grooved and slipt on a lever, as there is hardly enough room for a screw in it. Since such small switch points are hard to get, it is of interest to know I took these out of old electric-light sockets. They are just right. The bearing for the primary switch is also the antenna binding post. Both switches increase counter clockwise.

HE HAS MUSIC IN HIS PURSE.

Raymond M. Moore, who made the pocketbook radio outfit while sick in bed. What he can do when he is well is not stated.

"The secondary switch is much the same as the primary, but is a little longer to allow for the condenser which is mounted under it. It has a radius of 1½" and uses the upper fone binding post as a bearing.

"The condenser which is mounted between the two middle binding posts or the fone binding posts is 1¼" x 1¼" square and has flaps on each side to connect to posts. It is of the usual stoppage variety.

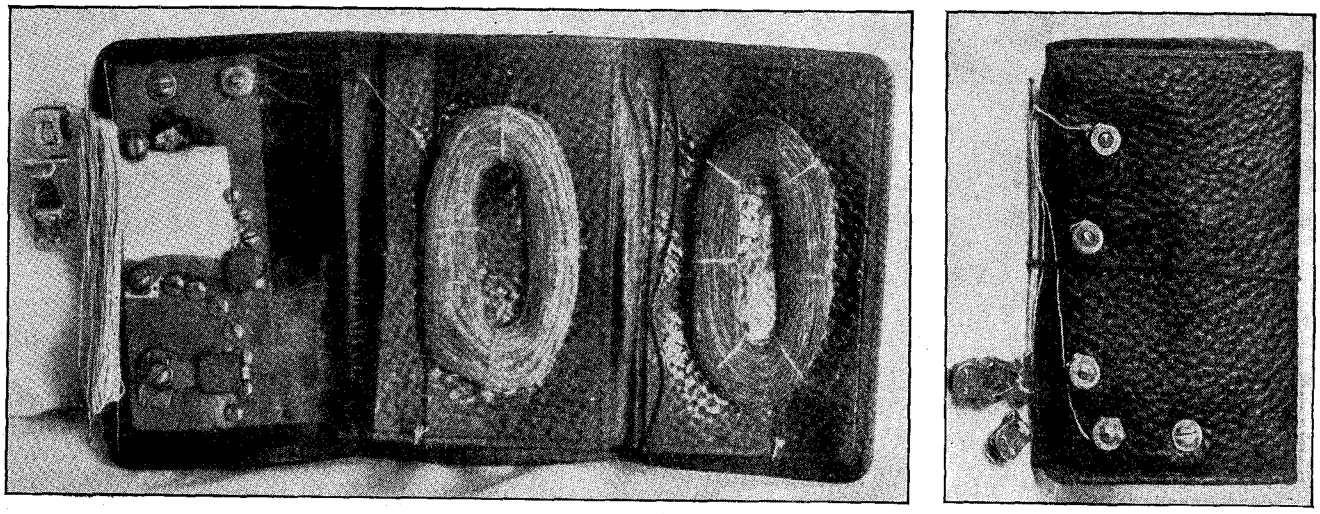
"The detector cup or clip is also directly connected to the lower fone binding post and is set down in the panel. It should be made of good spring brass to hold the crystal well. The cat whisker wire is fastened on the lower right post.

"The post directly below the detector cup is the ground. About 10 feet of wire are fastened to this for use as ground connection with a clip on the end which can be hooked to anything handy in the ground line or to a tinned spike driven into a tree trunk. This is wound over the antenna holders when not in use.

"The coil on the left of the panel is the antenna, or if not needed for that, the fixt loader. It is made of about 100 feet of No. 28 wire and is wound on two pieces of wire bent in U-shape and a long tail which is inserted between the end of the panel and the end of the fold. As much wire can be put on as is convenient and needed to give satisfaction. One end of this is fastened to the antenna binding post and the other to a clip similar to a ground clip.

"This makes an outfit which is complete, except for the fones, in 19¼ cubic inches or an overall measurement of 4¾" x 3¼" x 1¼" when folded to carry. In fact it is no bulkier than the ordinary well-filled billfold. The coupling is varied by opening and closing the right-hand flap.

"Care should be taken in placing the coils to see that when closed the primary is directly below the secondary. This is done to secure the best coupling."



THE POCKETBOOK RECEIVING SET—OPEN AND CLOSED.

LETTERS - AND - ART

LITERATURE DRAMA MUSIC FINE-ARTS EDUCATION CULTURE

REHEARSING IN THE COLD OF THE MARINSKY THEATER.

Last winter the silk costumes of the ballerinas froze to their bodies; but devotion to their art helps to sustain life in these one-time favorites of fortune.

THE BOLSHEVIKI STAMPING OUT ART

EVERY "PARLOR-BOLSHEVIK" in this country is recommended to read the manifesto of the suffering musicians, composers, artists and men of letters in Russia to-day and "hang his head in shame." Mr. Finck of the New York *Evening Post* makes the proposal, tho he does not say how that will help the sufferers. A more practical proposal issued from Sergei Rachmaninov, the pianist, who organized a benefit for those suffering fellow artists and paid for the hall himself, so that expenses should not eat a large bite out of the proceeds. Tales of the hardships of the artist class in Russia have filtered through to us from time to time. But nothing so circumstantial as the account which Rachmaninov sends to Mr. Finck has come under our notice. "The creative arts are most seriously menaced," he says, "by the subjugation that the present ruling classes have seemed to take delight in imposing upon Russian men and women of intelligence." To make the situation clearer:

"Imagine, if you can, a régime in the United States that prohibited by force the publication of any current literature, magazines, books, or any printed outlet for the theories and thoughts and fictions and dramas that surge in so many American minds. Imagine a condition that made of the creation of new music or wondrous paintings an effort not only to be derided and ridiculed, but a crime as well. In this same picture the position of university and college people would be reversed from normal conditions in that they would be viewed by the ruling classes much in the same light as one looks upon the criminal class here to-day.

"Under such conditions over a period of six or eight years, what would happen to the prospect of a future for American literature, music, art and general culture?

"One says that such a condition could never be in the United States; that the United States is too large and that there are too many people here to allow such a development.

"Russia is larger in territory and in population than the United States. And yet all that I have pictured has happened to Russian art and cultural progress.

"I do not want to speak of the life our brother artists in Russia are forced to lead, they and their families. Rather than allow them to exercise their genius, the ruling classes drive everybody who is suspected of bourgeois tendencies to the most menial labor, even to cleaning the streets. Hard work never will hurt anybody. But when a violinist, a doctor of philosophy, a poet, or a great portrait painter whose hands have been made for honorable effort in honorable professions is forced for no reason under the sun, except the mad whim of temporary rulers, to the bench and the plow, the mop and the hoe, then there is danger indeed that the brave spirits within these artists may droop with discouragement, and their messages die unspoken for the delight of posterity the world over.

"They send appeals to us even for paper on which to write their verses or their songs. It is unbelievable almost that they should be denied the privilege of securing blank paper, but the hatred of the ruling classes for intelligence and culture has no limits.

"For some time those of us who have many friends among the desperate artists of Russia have been able to assure ourselves that the little assistance we could send them really reached them through the American Relief Administration.

"These friends are unable to write much of their plight to us. They do not dare to tell anywhere near the truth, for the censors would persecute them even more if they had been detected revealing actual conditions. However, the Relief Administration requires that a receipt signed by the recipient to whom relief has been sent shall be returned to the donor in this country. And occasionally our friends there scribble a few poor lines on this receipt in addition to their signature. It is too often the only communication possible for them, as a postage stamp costs 10,000 rubles or what once was the equivalent of $5,000.

"It is not only in Russia that Russian men of letters, musicians, and artists are affected by this situation. One of my best friends, a poet, has been in Paris. He nearly starved. But his genius has no outlet because it expresses itself in Russian, not in French or English. And there are no Russian publications to-day.

His case is one where I have been glad to have been of some small but direct assistance.

"The cultured men and women of the world will not allow death of the arts to stalk in Russia. The little help that a few of us have been able to send has been only a drop in the bucket. Relief, we are sure, will be forthcoming. Otherwise the courage and genius of our brother artists will sink in stagnation until weeds overwhelm them. And the world will be the poorer."

The press announces that from the concert, at which Mr. Rachmaninov with the New York Symphony Orchestra performed his concertos in C minor and D minor, $7,500 were realized for relief purposes. Other efforts made by Morris Gest to furnish relief to stage hands and theater employees whose status has not brought them within the sphere of help afforded by relief organizations realized a still more substantial sum. Members of the Russian ballet are also heard of as suffering almost extreme want. Not long since the press published an account of the extreme distress of Mme. Mordkin, who was saved from actual starvation by the Near East Relief organization. The New York *Times* published the following dispatch from Paris from one of the workers in the Near East Relief:

"Mordkin, who has been lionized by society throughout Europe and the United States, has been dancing recently in the Municipal Theater at Tiflis for the equivalent of about 50 cents per month. He and his wife were too proud to beg or to apply to soup kitchens for rations. When the relief workers learned of Mme. Mordkin's plight, it was barely time to save her."

A picture of cheerfulness, devotion and starvation is given in a letter by Mr. Sanford Griffith of the New York *Herald*, who recounts his observations during a personal visit:

"The plight of the Petrograd Opera (Marinsky) is a very critical one. The orchestra was reduced entirely to bread and tea, and their bread ration was so low that some ten men were sick all of the time from malnutrition. Twenty more unable to hold out longer have left for the land, some of them finding work in the German Russian colonies. But 150 musicians have remained faithfully at their work despite every conceivable hardship. Their salary of $4 a month obliges them to find all kinds of work on the side to live.

"Singers received on paper in November as high as two million rubles—$20. In reality they received but a small part of this, their pay being one to three months in arrears. They were still selling their remaining trinkets to live. Many of them work at the docks. All must hunt and carry their fuel and food.

"The dancers were receiving at an average of 100,000 rubles a month, the equivalent of $1. These have a very uphill time. Some of them dance in cabarets, concerts, and wherever else they find a public. They dance in old patched shoes, which damage their feet. As the theater is practically unheated, the entire personnel suffers from cold. On one occasion the silk chemises of the ballet actually froze on them. Altho the dancers get better food than some other classes, it is entirely inadequate.

"There are several hundred youngsters at the ballet school. For want of food the number of pupils is no longer being increased. Sixty of these children classified as particularly undeveloped are already getting American Relief food. All of the children, however, need it almost equally.

"There is a large personnel of chorus, scene-shifters, seamstresses, and the like. These receive very irregular pay, shifting in any way they can. They have kept an unbelievable loyalty to the theater, working under most difficult conditions, some of them literally until they dropt.

"I visited several of the prominent artists in their homes. Alexandre Benoist lived in very reduced circumstances, working away at scenery and staging despite cold, absence of paints, and despite food shortage at home. 'We have nothing but our art to live for now,' he remarked to me.

"It occurred to me that if music lovers in America knew something of this specific need they would be happy to give help to these plucky Petrograd artists. Food packages could be sent through the American Relief Administration with the specification that they go to any particular person or group in the Opera. I am told that old clothing could be sent in the same way. This is equally necessary. While the artists have their old finery for the stage, they are themselves now reduced almost to rags on the street."

PENALTIES OF BEING A CLASSIC

THE STARVING POET who found his bitter bread sweetened by the thought that posterity would do him justice was mercifully kept in ignorance of the caliber of that audience. One may permissibly wonder, says Mr. James Branch Cabell, "if time does actually right all." When the creative writer consoled himself over "posthumous atonement for the current era's stupidity," he rarely can have tried to imagine his readers. Mr. Cabell tries in the *Literary Review* of the New York *Evening Post* to reduce the idea to absurdity by suggesting that "it seems at least remarkable that we who have made the *Saturday Evening Post* a literary success second only to the Telephone Book should be the clear-eyed *cognoscenti* to whom dead poets appealed; and that it was in our standards of criticism they invested their life's labor and confidence. For them 'Les Contes Drolatique' were really written for the beguilement of Dr. Brander Matthews, and it was with an eye upon Mr. H. L. Mencken that à Kempis compiled the 'Imitation of Christ.'" Mr. Cabell invokes history to prove that our classics did not live through their inherent merit, but by that chance which managed to spare some from oblivion. "There is no vaguest reason to suppose that of the Greek and Roman writers we have preserved, by any standards, what was best worth keeping; nor that of such authors as Æschylus and Aristophanes, of whom oblivion has spared more than the name, we have retained the master works." When he comes to treat of "the vitality of the mediocre" we find impaled some classics of our own tongue:

Courtesy of the Near East Relief.

ONCE THE FURORE OF THE METROPOLITAN OPERA.

Mordkin, the dancer, with his wife and son. Mme. Mordkin was last winter rescued by the Near East Relief, at the point of starvation.

"The quality which makes for acknowledged greatness in a writer is—I know not how many textbooks have assured us——the universality of his appeal. His ideas are, in brief, the ideas which the majority of persons find acceptable; and Shakespeare has been praised, for once with absolute justice, as 'the myriad-minded,' because myriads have always had just such a mind as his. The writer of 'classics,' in short, has need of quite honest and limited thinking, and of an ability to utter platitudes with that wholesome belief in their importance which no hypocrisy or art can ever mimic. Of the letters of a foreign nation nobody can speak without some danger of magnifying his everyday folly. But it appears safe to point out that the main treasures of our national literature, including its British tributaries, really are, when considered in the light of the ideas they express, rather startlingly silly. The 'ideas' of Chaucer and Shakespeare and Milton, when once looked at without prejudice, appear to wander sheepishly from the platitudinous to the imbecile, the while that their 'stories' rove, in somewhat more the manner of the mountain goat, about the heights of idiocy. And when you compare the reality with the ideas which Scott and Thackeray and Dickens quite gravely exprest about human existence, the incongruity breathes more of pathos than of mirth, for these novelists express the usual ideas.

WHEN THEY CAN GET A RIDE

the lot of the Petrograd ballerina finds some alleviation. These are seen leaving the Marinsky Theater.

"Most persons really do believe, for example, that complete and abiding happiness is to be won by marriage until they have tried it; and, for that matter, widows have been known to carry this romanticism to the extreme of taking a second husband. And most persons do quite honestly believe that in the outcome wickedness is punished and virtue is rewarded (again) with a complete and abiding happiness, and in consequence of this belief most persons make it a point in social intercourse to check the most natural sort of impulses toward murder. Most persons do, in fact, for various reasons think it best to be 'good'; and do expect, for equally various reasons, to be happy by and by. Now, with hardly an exception the concededly 'classic' writers have, without any detectable skepticism, set forth such popular notions, with every fit adornment of rhetoric and cunning diction: and their ideas have endured for the simple reason that they were endurable."

Mr. Cabell sees it "a rather dreadful fate" to become a "classic"; and in many cases it carries a legend curiously at variance with the moral ideas "imposed," as he seems to think, on these writers:

"Once the writer is thus deified, his private character is the first burnt offering; for his cult has need of a legend, by preference a highly colored mythology which reveals the demigod to be no better than anybody else.

"Nor do many of the auctorially great escape calumny in the form of a Complete Edition, wherein their self-confessed failures at writing, and the chips and rubbish of the workshop, and the rough drafts and notes designed for the waste-basket, and the politic ephemeræ into which most writers are allured by kindness and advertising purposes, are piddlingly amassed to be bound up, in pompous scavengery, with all the unsigned refuse from the backfiles of magazines that can be 'attributed' to the victim. None other of the dead has even his appointed executors combined to convict him of idiocy. And, of course, those luckier immortals who are recollected, however infrequently, by virtue of one book alone, are but too apt to get into some such collection as Everyman's Library, and have the upshot of their existence identified with the twaddle of Trollope and Jane Austen and Mary Cowden Clarke."

GENIUS AND DRINK

"NO NATION ever produced and maintained art without freedom of thought such as drink implies." "You can not have good art or good literature without wine." These pronouncements of the famous artist, Mr. Joseph Pennell, spring not so much from a belief that alcohol is a necessary stimulant to inspiration as from concomitant circumstances. When you take away "such a privilege as wine, then freedom takes to its wings and the graces are not long in following it." Mr. Pennell finds a kindred spirit in Sir Arthur Quiller-Couch, professor of English literature at Cambridge University, England, who takes up a similar position. His creed is stated thus: "Man is in the world to enjoy all the world can give, so that he use it temperately; that temptation to excess inheres in every pleasure, and man's business is to understand this and regulate his life accordingly." In an interview reported in the New York *Herald* Mr. Pennell elaborates his thesis and we see that the prohibition of alcohol is only one element of a system that he finds ruining our corporate life:

"You can not have good art or good literature without drink. It is absolutely impossible, and unless something is done toward ameliorating the prohibition laws, then art will go to the devil in America.

"I have been suspecting its destination for some twenty-five or thirty years, for in all that time and more there has not been a noteworthy development. What's the trouble? We are being standardized and sterilized and purified and uplifted to the point of stupidity. All the originality is being taken out of us by the people who insist that life must be lived by pattern—the pattern to be devised by themselves only. There is plenty of originality and courage in the United States if the standardizers would keep hands off.

"At the present time I should say that the art appreciation of the average American was about equal to the art appreciation of an Abyssinian. The average American is bored by art. We did not even appreciate Whistler, one of the shining geniuses of all times, and it was only the other day that here in New York a Cezanne sold for $21,000 and a Whistler brought only $7,000. Americans are money crazy and movie crazy. The press has degenerated and is dominated by advertisers. There is a saturnalia of vulgarity and ugliness. Beautiful old Colonial houses are being torn down to make way for atrocities labeled French chateaux and Italian villas.

"When one walks or rides about, one scarcely perceives a gleam of intelligence in the eyes of the passers-by. Everywhere about are plain signs that this country is taking the worst traits from the rather poor lot of Europeans we have been getting for a generation or so. Even women are coarsening obviously and losing their beauty. They insisted on becoming our fellow citizens and what has happened? They now have the privilege of standing in the subway while the men sit.

"It is absolutely a rare thing nowadays to see a pretty American woman. All honest men must admit that women are less beautiful than formerly; that they have lost a certain aristocratic something that made them charming, a certain delicacy and grace abandoned in the passion for athletics and rugged bodies and political privileges."

"One looks over the arts with a feeling of sadness for the little that is being accomplished," continues Mr. Pennell. To the architects he grants a little more. They have given us the skyscrapers, but "that is the one beautiful thing the American architects have created." He goes on:

"If they had been left to themselves no man knows what glorious towers they would have created, but the regulators and standardizers couldn't keep their stupid hands off, and the zoning and height regulations have throttled a great distinctive art. Gaze at that abortion called the Equitable Building, a blot on the skyline. A few years ago the skyline was a miracle of loveliness. Now it is beginning to resemble a string of packing boxes set on end.

"Nor can they even let a really beautiful thing alone. They have stuck a hideous red light up in the Woolworth Tower and I suppose they will put a gigantic ten-cent piece on the tip of the tower next thing we know. Still, the skyline is wonderful and none appreciates it so much, I think, as our foreign visitors of culture. When H. G. Wells was here he came over here at this hotel to call on me, and we sat and talked by this window, looking out over the river and the gleaming lights of New York.

" 'This is no city. It is an enchanted thing,' Wells said. . . .

"There are plenty of painters in America, but there are very few artists. Do you think I am pessimistic when I say that art has been degenerating, and that the art of illustration has fallen from a once proud height? Do you know that thirty or forty years ago such men as Whistler, La Farge, Winslow Homer and Timothy Cole were illustrating our magazines and that people knew and appreciated their work? In those days, with such illustrations, magazines were saved and bound into volumes that were treasured.

"Who saves magazines now? Why should they be saved? Like the newspapers, they are crammed full of unimportant junk, 99 per cent. worthless. . . .

"You asked about the Metropolitan Museum of Art and its value to artists. In my opinion the Metropolitan Museum of Art is getting the taxpayers' money under false pretenses. It is a veritable graveyard. They never encourage living artists up there. They sit around and twiddle their thumbs. It seems to be an American habit to look for art only in the past and to value art according to its antiquity."

Mr. Pennell's argument has not been so easy an invitation to the critic as Sir Arthur Quiller-Couch's. His position is thus combated by the Chicago *Journal of Commerce:*

"On the literary phase Sir Arthur holds that no total abstainer can be perfectly equipped for either the enjoyment or the production of high literature, because it demands what he calls 'total manhood,' and total abstinence from intoxicants is a restricted modification of that. Carried to its logical conclusion this conception of total manhood requires a temperate indulgence in every physical and mental pleasure, regardless of the prohibitions society has built up to protect manhood and womanhood, the family, and morals generally, from those who seek total manhood regardless of law, which itself is a series of permits and prohibitions. Sir Arthur's argument is quite as much against restrictions on the use of opium and other destructive habit-forming drugs, as against restrictions on intoxicating beverages. Strange that the professor did not mention two great literary lights who were opium-eaters—Thomas De Quincey and Samuel Taylor Coleridge. Yet De Quincey, discussing 'Coleridge and Opium Eating,' said of him and his habit:

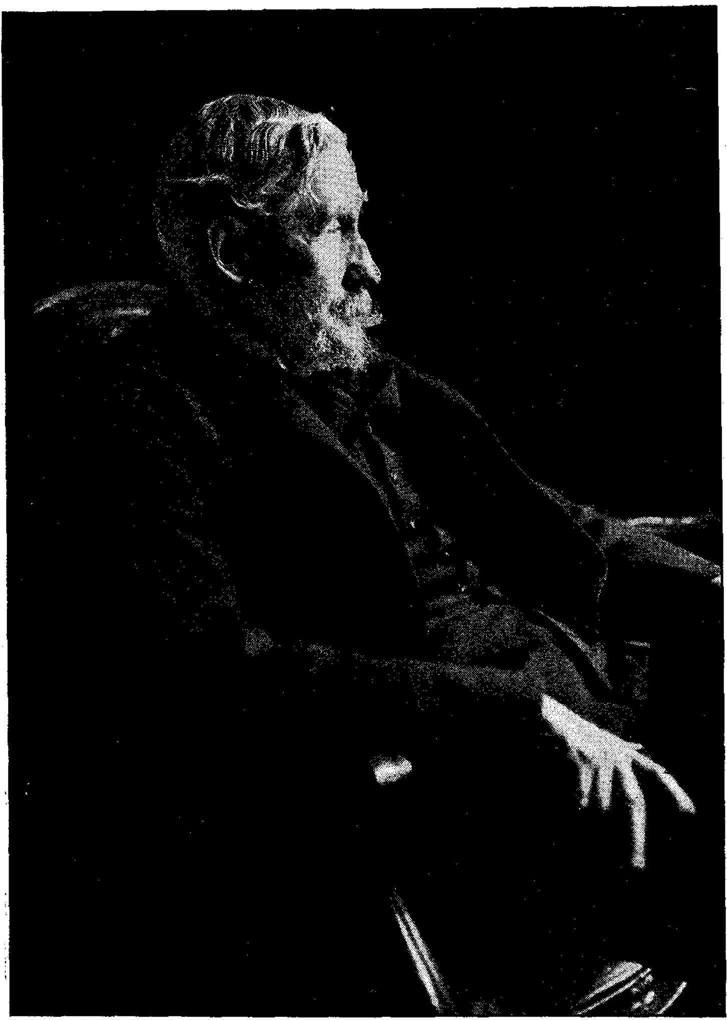
" 'We are of opinion that it killed Coleridge as a poet. . . . It defeats the steady habit of exertion, but it creates spasms of irregular exertion. It ruins the natural power of life; but it develops preternatural paroxysms of intermitting power.'

"Who could know this better than De Quincey? And has not this been the case with literary men who—with newspaper men—habitually use liquor, moderately? We can not concur in the Cambridge man's conclusions, because his evidence is based on a world 'wet' for thousands of years. We must have a 'dry' world for at least a few generations before fair comparisons of literature in general can possibly be made. It may be that Sir Arthur believes 'preternatural paroxysms of intermitting power' in literature more valuable to humanity than the general 'steady habit of exertion.' We do not. We stand rather for all those prohibitions of things evil when used to excess, as best for mankind generally, and as promoting the greatest good to the greatest number."

CONSOLATIONS OVER LOST ART

A VIEW different from Mr. Pennell's on American absorption of foreign art is given in the *American Art News* (New York) in referring to comments that come from Berlin and London on the gradual dissolution of great European art collections. Thus:

"We find regret tempered by the hope that this westward movement of art objects will, in the end, help the art of Europe by preserving its tradition more firmly than ever in the New World.



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HE SEES ART GOING TO PERDITION.

Joseph Pennell declares: "You can not have good art or good literature without drink."

"Writing on this matter of the dispersal of so many great private collections in Germany and the countries that formed the Austro-Hungarian Empire, a Berlin critic observes that, marching with the geographical and political alterations, is a transformation in the cultural circumstances of Europe, a truth so profound and so far-reaching in its effects as to give cause for much speculation on the eventual outcome. A London writer on this western movement in art takes consolation from the steady procession of British masterpieces to America in that 'it is all to the good that English art should be well represented in the newer homes of our race'; and declares that the exhibition of English portraits and landscapes in the United States can only result in strengthening 'the hold of English traditions and ideals in the great Republic of the West.'

"That some of our art teachers are awake to the growing importance of the collections in American museums is shown by the fact that this summer, for the first time, a party of American art students is to be taken for a tour of the principal art centers of the United States. This artistic pilgrimage is sponsored by the University of California and will leave San Francisco on May 17. The motive for this American art tour is wholly admirable and may lead the way to the forming of a custom, time-honored in Europe and too long neglected here."

RELIGION-AND-SOCIAL-SERVICE

"THE AMERICAN LOURDES" DESTROYED

"THE ALMIGHTY BELIEVES in fire engines as much as he believes in churches," we are told in an announcement of the burning of the famous church of Ste. Anne de Beaupre, in Quebec, Canada, where, tho the priests in procession prayed against the flames, no miracle happened. The church, fired, by a curious irony of fate, from sparks originating in a pile of crutches left by those who had been cured at the shrine, was destroyed, the loss involving the big total of $1,200,000. It was only the heroism of a monk that saved the relics and the statue of the saint after whom the basilica had been named. But this destruction does not necessarily mean that there are no miracles, says the New York *Evening Mail*, asserting that "we can not get along without the supremely wonderful. Every doctor knows that faith is half the battle against disease. . . . Let the clergyman keep on praying, but let the fireman also pour on water."

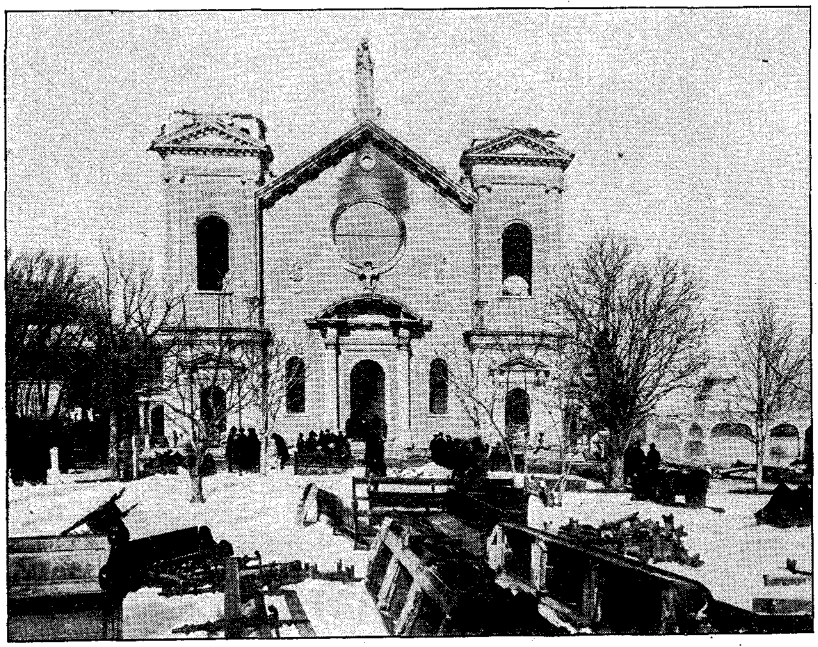


Photo by Underwood & Underwood.

THE FIRE STARTED AMONG THE CRUTCHES OF THE HEALED,

which, by an irony of fate, only served as tinder to the fire which recently destroyed Ste. Anne de Beaupre, America's most famous shrine.

"The American Lourdes," as America's most famous shrine is sometimes called, has a curiously interesting history. In the early days of the French settlement, runs the story, a boatload of Breton sailors found themselves in sore danger in the broad reaches of the St. Lawrence. Tossed about by a violent storm, they could see no land, and were in imminent danger of being drowned when they bethought them of praying to Ste. Anne of the Bowsprit, the patron saint of sailors. They vowed to erect a chapel to her if they were brought safely to shore. They were saved, and, true to their promise, they diligently raised the rude edifice which in after years became the great church whose loss is now generally bewailed. The first recorded miracle, we are told, occurred in 1658, when tradition has it that Louis Guimont was healed. In 1670, at the request of the first Bishop of Quebec, a relic of Ste. Anne was brought from France, and the wonders increased. For two and a half centuries since a steady procession has worn the footways to the shrine and added to the huge store of crutches amid which the conflagration started because of defective electrical insulation. The original chapel fell to ruins, and the church which was just burned was the third or fourth which has housed the shrine. It was a basilica of great architectural beauty, famous over the whole continent. More wonderful than the outward lines of the structure, says the Schenectady *Union Star*, "were the amazing adornments, made largely from the offerings which grateful worshipers had thrown upon the floor at the feet of the beautiful statue of the saint with its sunburst of solid gold, which persons who have seen it never will forget." Of the healings which are reported to have been wrought at this shrine and which "continue to this day," every person, says this paper, must judge for himself:

> "Those who have been casual sightseers at this most unusual spot will testify, however, to having seen heaps of crutches, ankle braces and other devices which crippled persons are accustomed to wear. Crutches of every description, from the rude limb of a tree with its natural crotch, to the elaborately made crutch of the rich, might be seen here. If you are inclined to accept these as evidence, then an explanation is required to account for them. People do not journey many miles for the mere purpose of throwing away a crutch or two. These occurrences are not far-away legends; they have been almost daily events up to the present time.
>
> "Medieval superstition? Perhaps. Who shall say where faith ends and superstition begins? Who shall account for the persistence of the superstition, if it be superstition, through three centuries down to these skeptical times when everything has to be accounted for with demonstrable reason? Who shall say that it is more remarkable that persons whose faith in the healing power of a sacred relic are more credulous than those who with a simple device, whose working nobody can fully explain, listen to voices in the air from unseen sources hundreds of miles away? Is one more mysterious than the other?"

It would be a sorry day for humanity, thinks the New Haven *Journal-Courier*, if such faith as has been exemplified in the history of this church failed on the earth—"if men and women ceased to believe that a power outside themselves could be invoked when all else failed. . . . That the priests could not save their shrine may prove nothing. 'He saved others, Himself He can not save.'" Yet,

> "It is not well to buttress superstition. The plea is for an intelligent faith, but some faith is better than none. It is more important that the Canadian French reach out to Ste. Anne, whatever the visible results, than that they know nothing except that two and two make four. Let us get as much intelligence in faith and in all else as possible. We shall then be no less ready to attune with the influences of such places dedicated to holiness. The most skilled of practitioners will tell you that to wish to get well is much; to believe one is to get well is tremendously in one's favor. The faith cure is confirmed in the laboratory. Religion is rich in assurances.
>
> "Superstition, belief that natural law is balked by faith—when really they cooperate; ignorant, inert dependence on miracles to be worked mechanically for a price, by mortals not better than ourselves—with schools and wider knowledge of physical phenomena these ancient credulities and absurdities

fade away. Yet there will never be a time when the discouraged in their extremity, having exhausted the resources of men, do not look up with confidence to heaven. It is very human that they should seek the shrines of the devout, whatever name or creed they bear—places sacred through their dead. Thus they think they draw nigh to God, and to such is the promise."

THE CAUSES OF FEUDS AND MOONSHINING

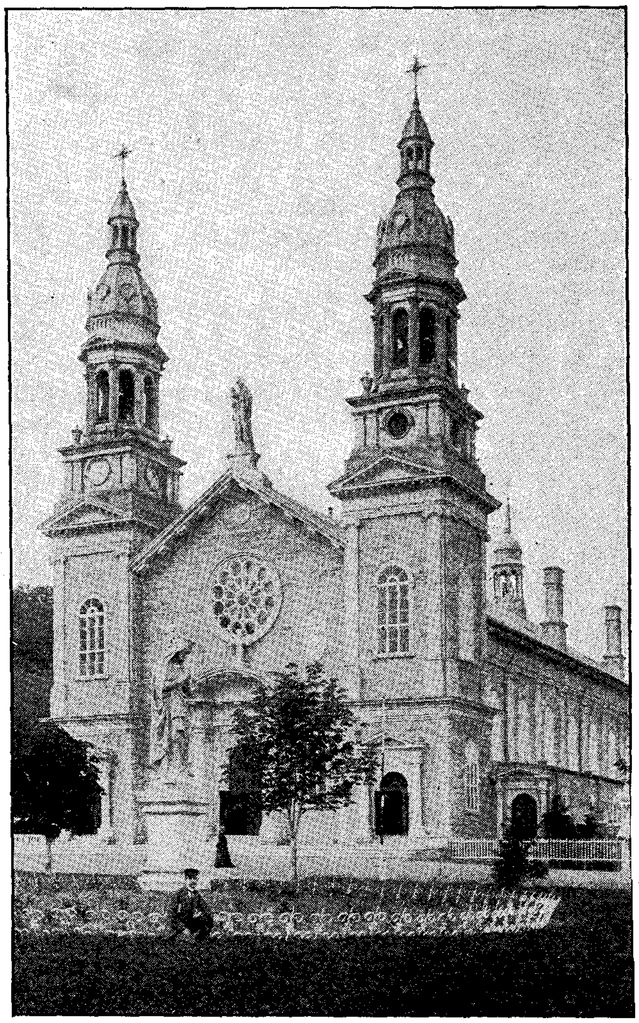
MURDER AND MOONSHINING are as vigorously condemned by the majority of the people in Kentucky's mountains as elsewhere, and if these people could have their way, pistol-toting, illicit distilling and other forms of lawlessness would be effectively prohibited. As a matter of fact, the lawless element is decidedly in the minority, writes Professor John F. Smith, of Berea College, in the New York *Times*, a fact, he says, which is not generally recognized by reporters and editors who are given to writing highly colored news accounts of Kentucky's feuds and julep-drinking colonels. But that there are too many feuds and pistol duels, Professor Smith frankly admits, and in explaining why such conditions exist, he shows that the causes are external rather than inherent in the native temperament and similar to those that bring like results in other but less advertised districts. Berea College is in Kentucky, and Professor Smith can, therefore, properly claim to have some knowledge of the subject. In the first place, he points out, there is a "submerged tenth" in the Kentucky mountains just as there is in Boston, New York, Chicago, San Francisco and other cities, and in Kentucky it often holds the balance of power at election time just as it does in some of the Eastern cities. But often the most prominent families are involved in the "community killings," since "the mere possession of wealth and standing does not render any one immune from passion and hatred." An indirect cause for much crime, Professor Smith finds to be ineffective church work, tho—

"It should be said that a very large percentage of the churches in the mountains do a wonderful work for the people around them. The ministers in many of these are earnest, capable men, thoroughly devoted to the best interests of the people, and the church members are in accord with the laws of justice and right living. But there is another class of churches, rather uncomfortably large, that are painfully weak and inefficient. The ministers in many of them are unlettered men. Tho honest and devout, they are not trained leaders of the people. They do the best they know, but conditions have entirely outgrown them. They antagonize the young people, who would be willing workers of the church if they only had an opportunity and a leader. The preaching is often entirely out of keeping with the needs of the day. In numerous cases their manner of delivery is spectacular and medieval, and their sermons are often monotonous recitals of creeds, isolated verses of Scripture, and denominational differences.

"Tens of thousands of people have very little to do with the churches because the pulpits furnish no spiritual food for them and because there is no definite constructive program—a condition not confined to the mountain area of Kentucky. The people are naturally inclined to be religious, but I frankly admit that I see little hope for religious work in the churches of the 'other half' until a new type of preacher embodying the devotion of the old pioneer preacher and the qualities of the modern highly trained leaders of men enters the pulpit. The people deserve strong, constructive leadership, but it is not at present available. Only the strongest leaders who have had thorough training in rural sociology and economics should ever go out under church boards to become leaders of the mountain people. And they should never call themselves 'missionaries.'"

Another serious effect on life in the mountains is its isolation, which, tho it does not of itself lead to crime, yet produces factors which conduce to violations of the law. It puts distance between thousands of people and good markets. This accounts for much idleness, "for why should large crops be produced when there is no ready market at hand?" And among the multitude of troubles which idleness breeds in this particular instance is the making of "moonshine" whisky. If a father with a large family to support produces a large crop of corn, he can't sell it, unless at forty cents a bushel. But turned into "moonshine" mash he can get $50 a bushel for it. Furthermore, besides making the best kind of consolidated school impossible, writes Professor Smith—

"Isolation makes it impossible for thousands of children and mothers to have adequate medical care. Doctors are scarce and roads are often almost impassable. Physical defects go uncared for, which frequently contribute to delinquency and crime. Nurses are in most neighborhoods not available. There is little medical examination of school children. Thousands of people are still inclined to give much attention to the advice of granny doctors. All this is true because the State Board of Health has not the means to put enough forces in the field to carry on to the heads of the hollows."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BEFORE THE FIRE.

The disaster is reported due to defective wiring, which ranks high in the list of causes of our too numerous church fires.

The spirit of protest is still another cause of crime, says Professor Smith. People protest in many instances against a hopeless future. "It is often hard to wring a living from steep mountain fields; this gives rise to discouragement which may lead to rash acts or to violence." Then a very potent cause of crime is the "weak arm of the law," by which the writer means to say that in Kentucky mountains, as elsewhere, the laws are not always properly enforced. Lastly, some of the regions "have been on the border of pioneer conditions, and the people there have been influenced by the freedom and other forces that always operate under such conditions. And during recent years there has been a great awakening in the industrial life of many parts of the region which has been accompanied by all the various ills and constructive steps that invariably accompany such development." Professor Smith proceeds:

"Now, from what has been said any one may readily see that the things that cause crime in the Kentucky mountains are exactly the same as those that cause crime anywhere else in the land. The people of this great region are just like Anglo-Americans anywhere else. They are mountain people for geographical reasons only. They are subject to the same impulses, have the same hopes and high ideals, encounter the same obstacles in law enforcement, are much given to talking over ways and means of improving their churches, schools and neighborhoods. Many of them have had great obstacles to overcome and have reached old age with a rich experience of accomplishment that is well worth living for. The majority look forward with hope to a greater Commonwealth that will offer ample opportunities for their sons and daughters to succeed in life and make men and women of influence and usefulness."

THE CRESCENT'S SHADOW ON THE CROSS

ISLAM HAS DEFEATED CHRISTIANITY in the very land where Christianity was cradled, is the alarming report of a missionary whose work lies among the Mohammedans, and who warns us that from its strongholds in North Africa and Western Asia the power of Islam constitutes an ever-menacing challenge to the greatest of its rivals. Wherever the two faiths conflict in the Orient few of the followers of Mohammed are taken into the Christian fold, and these few are said to be unstable in their new faith. In all Northern Africa, writes Dr. Samuel M. Zwemer in *The Moslem World*, there are, perhaps, less than 300 living Christian converts. In Arabia there are less than fifty; in Persia less than 200; in Syria, Turkey and Persia, less than 200. In Malaysia, however, says Dr. Zwemer, who is stationed in Cairo and who is regarded as an authority on Islamism, there are more than 40,000 converts from among Pagan-Moslems; in India and China perhaps 10,000. "Islam has often been referred to as the challenge to Christian Missions," writes Findlay Andrew from Western China, says Dr. Zwemer, "and 'once a Hwei-hwei (Moslem), always a Hwei-hwei,' may rightly be said to be a direct challenge to the Church of Christ to-day. During the past few years a few Hwei-hwei have been reached with the Gospel, and after a profession of faith have been accepted either as Church members or as enquirers. The number has, however, been very small, and of those who 'have kept the faith' only about one remains in Church fellowship at the time of writing."

Is then the Cross defeated? asks Dr. Zwemer. His answer is that "victory will come by advancing on our knees, with dauntless faith, and in a hope that refuses to be baffled. Heroism is tested on the battle-field, not in the camp or the barrack-room. The Gibraltars and Verduns of the non-Christian world challenge our valor, when circumstances are most discouraging."

Islam and Christianity have often been described in terms of social ideals, standards of civilization, or political conquest; but primarily, says Dr. Zwemer, they are spiritual forces in their origin, their history, their goal. And the two have always been in conflict and always must be arrayed against each other. Says Dr. Zwemer:

"We admit the stupendous strength of the spiritual forces that exist and exert their influences in the world of Islam, but it is perfectly evident that these forces are incompatible in their aims, and irreconcilable in their ideals, with those of Christianity. The two religions have always been rivals, not allies. That this is unavoidable in the intellectual sphere is clear even from a casual perusal of the Koran. Socially also they are diametrically opposed to each other, both in their history and present-day program. Still more are they in conflict because of the deep religious convictions of their votaries. The more one studies Moslem life, knows it, and learns to love individual Moslems, the more one realizes that at their heart and core the two systems of thought and life are irreconcilable. The two may agree to live and let live, but they can not merge or speak a common tongue."

FOR A JEWISH-CHRISTIAN ENTENTE

A UNION OF CHRISTIANS AND JEWS for the moral reconstruction of Europe would have, we are told, more positive and far-reaching results than those following from any general conference of States still largely governed by self-interest. It would tend to "set the world far on its way to permanent peace." Jew and Christian worship the same God; both have the same moral code, and by stressing their agreements instead of wrangling over their differences they would find that there is nothing to prohibit or prevent a cooperation which would be mutually helpful and for the good of the world at large. Happily, notes *The Commercial and Financial Chronicle* (New York), there are signs of a growing spirit of union in the work and in the relations of Christians. The Protestant bodies are "getting together," and the great State Churches of Eastern and Southern Europe have been driven by the distress of their peoples to cast about for helpful intercourse and fellowship. The union of Christian effort in the mission field has proved the practicability of mutual cooperation at home, and "when the divisions of the great Eastern Church in Russia, Czecho-Slovakia, Serbia and Asia Minor find themselves impelled to seek fellowship with one another, when their people turn to them for help and guidance in their present distress, it is not beyond hope that the Roman Church will also find in its turn reason for strong and useful cooperation with all, if only because of the world's greatest need."

A similar reason exists for new relations between Christians and Jews. They have long stood aloof. Their differences have often been deep-rooted and bitter. To overcome this "it is necessary to show evils great and serious besetting both parties, and the need of cooperation for the protection of both." One has but to look to see that the world has been disorganized by war, to see that—

"It has loosened the ties of religious faith; it has relaxed morals and changed standards and customs; it has occasioned disrespect for parents and established ways; it has created an unrest, both intellectual and religious, which has given rise to a host of strange cults with new names, Oriental and home-made, Bahism, New Thought, Mind Healing, Theosophy, Christian Science, and the like, all purporting to be 'new,' and all, certainly, 'departures.' All are directed to the individual, exalting his importance, separating him in his interests from others, and emphasizing the supreme significance of his impulses, his desires and himself.

"Everywhere there is complaint over the manners and habits of the young people of the well-to-do families. The automobile, sports, week-ends, and the like keep them away from church. The synagogues and the churches tell the same story. Both worship the one God; both have in large part the same Scripture, for, as Augustine said, 'the New Testament lies in waiting in the Old, and the Old Testament is unfolded in the New.' Both have the same practical code of morals; both share the same community life; they love their children and value their homes alike; they support the same civic institutions, and do business together. In America and in Europe they are in large part alike identified as citizens of the common land in which they dwell. In New York and in many cities they are a large and influential part of the body politic."

If, then, the Jew and Christian could unite their intelligence and strength and direct a common effort to fundamental ends, "a new bond of union among the nations would at once be recognized, as well as a new sustaining force to uphold the hands of diplomats and legislators in their efforts to set things right by prudent legislation and mutual agreements." If it be asked how such union could be brought about, the answer is:

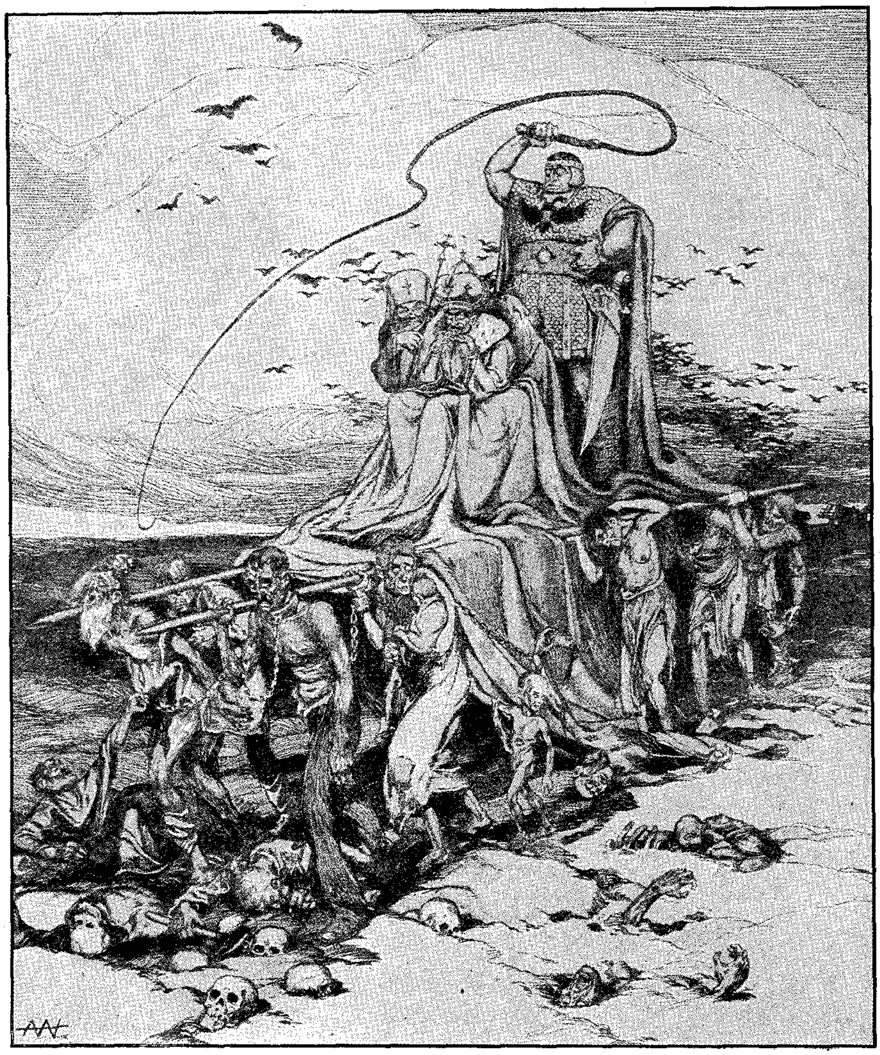
"By a definite change of attitude on both sides, definitely undertaken for the common good. By a recognition of its urgent necessity, and the unworthiness of existing prejudice. By opening the doors as widely as possible for visible and united cooperation. Then by the arising of leaders on both sides, able and large-minded, to forward a movement so new, so vital, so reconstructive and so necessary."

THE STORM-TOSSED RUSSIAN CHURCH

"RELIGION IS THE OPIUM of the people," runs a legend inscribed by the Soviet authorities on the walls of the City Hall in Petrograd, and it is not, perhaps, without other significance, we are told, that the Bolshevists have now ordered a confiscation of the churches' wealth in order to help feed the starving. The decree requisitioning the Church wealth was published last month and, according to Walter Duranty, correspondent of the New York *Times*, it orders local official bodies "to take within one month from the publication of this decree the riches of the churches of all denominations in gold, silver and jewels whose requisition can not really injure the interests of the cult itself, and hand them over to the official financial bodies for sale for the benefit of the famine." Whether the Soviet authorities are seized with a genuine, if belated, desire to help the famine sufferers at the expense of the churches, or are taking the moment as an opportunity to get rid of a "hated and potentially a dangerous rival," remains, we are told, to be seen; but the decision is regarded as of momentous importance. Notwithstanding the terrific ordeal through which Russian society has passed since the overthrow of the Czarist régime, and notwithstanding the general breakdown of social institutions, says the Boston *Transcript*, "the Russian Church has survived with its organization substantially intact. It stands storm-tossed, yet still strong." From the churches and religious bodies—

> "The Soviet Government will be able to obtain large sums of money with which to carry on the work of famine relief. Estimates of the wealth thus made available will vary greatly, yet even to-day in revolutionary Russia the 60,000 churches and 800 monasteries of the orthodox faith must still possess an enormous collective wealth. If properly administered, the treasure here available for famine relief should be instrumental in saving the lives of thousands, perhaps tens of thousands, of Russians.
>
> "Nothing better proves the breakdown of Bolshevism than the decision of the Soviet Government to seize the treasures of the Church. It constitutes a frank admission that the Soviet system of government can not even provide the Russian people their daily bread."

The Soviet Government has been hostile to all forms of Christianity, writes Professor Jerome Davis in *The Missionary Review of The World*, and this opposition "has probably done more to help the Orthodox Church than the active cooperation of the Czar's Government has done in the past fifty years. The persecution has helped to weed out the less consecrated and more corrupt from among the priesthood and has brought to the front the more earnest of the religious leaders. Many of these are liberal-minded men who have had experience in the Russian Church in America." Professor Davis, who is head of the Department of Sociology in Dartmouth College, went into Soviet Russia last summer to investigate the opportunities for aid along religious and educational lines, we are told, and a previous three years' residence there has given him some familiarity with the language and an acquaintance with some of the religious leaders. He finds that altho the Bolsheviks oppose the Church, many of them, however, still believe in much that Jesus taught. A book printed by the Bolshevik Government press in Moscow in 1919 states that while Communist theory opposes the Church, it agrees with many of the teachings of Christ, saying: "Jesus devoted his time directly to the workingmen and the poor, grouping them about himself. We know how he loved the children. When they came to him and the apostles forbade them, he said, 'Suffer the little children to come unto me and forbid them not.' In the same way in the Soviet Republic we say that the children are our best friends. They are the first in our thoughts and plans. We find ourselves also in agreement with Jesus in his attitude toward women."



Courtesy of "Leslie's Illustrated Weekly."

A BOLSHEVIK POSTER ATTACKING THE CHURCH.

It shows the Czar, a priest and a profiteer riding on the shoulders of the people.

Moreover, the Bolshevik hostility toward organized Christianity may be due in part, thinks Professor Davis, to what was un-Christian in the Orthodox Church under the Czars. The churches are, however, permitted to remain open and to hold services, and a congress of all the sectarian movements in Russia was allowed to convene in Moscow last year. The breaking of the Czar's control over the Russian Church enabled the priests to adopt new methods, and now, says the writer,

> "They wish to introduce many of the features of Western Christianity, including Sunday-schools, men's clubs, social service and the best Christian literature. The Patriarch of the Russian Church implored me to ask America to send help to the Russian Orthodox Church. Here is a great opportunity to enter Russia, not to build up a Western Church, but to help make Christ and his ideals real in the life and thought of the people of Russia. Hundreds of consecrated Russian priests would to-day welcome the cooperation of Christian representatives from America."

CURRENT - POETRY

Unsolicited contributions to this department cannot be returned.

OF all the winds that blow, some straws must tell the tale. They are small things to evoke such pictures as these in the London *Saturday Review;* but our English cousins have imagination in poetry.

STRAWS

By Wilfrid Thorley

When the straws by the kerb-stone lie all the one way
You know very well what the log-books will say —
Hard winds in the Channel from Falmouth to Deal,
And tankers that ache through their coatings of steel;

Wind East by North-East blowing sleet on the brine,
Slow tankers in travail from Humber to Tyne,
And captains that swear by the Lord they'd give thanks
For a barge out of Runcorn untroubled of tanks.

When with straws that are woven and ribboned you make
A screen for your head lest your eyeballs should ache,
You know very well what the log-books reveal—
Blue water as smooth as the back of a seal.

And sun-mellowed captains who now seem to draw
All the sweetness of life through the stem of a straw,
Slowly sipping and sorry for all the poor souls
That sail between tow-paths and telegraph-poles.

When the straws from the nose-bags slide over the roofs
You know there is thunder and dust of sea-hoofs
From numberless nags that come cantering down,
And challenge the tankers to ride them or drown;

Then captains grow testy and can not sit still
As they dive to the hollow or leap to the hill,
And swear if they hadn't been fools they'd have stayed
To serve out the rum in a bar at Port Said.

When the straws are upright and a-rustle in rows,
You know very well what the log-books disclose—
Wide waters all smooth and wide heavens all dumb,
And captains whose lives are all honey and rum;

For, filling their glass till they're half over-seas,
The tanker runs on while they lie at their ease,
Full of pity for all the poor lads with no sand,
The limpets that hold on the fringe of the land.

The Pullman brings together a various humanity, yet who has seen them before as they are seen in this *Scribner's* verse?

PULLMAN PORTRAITS

By Ruth Comfort Mitchell

I

Down the green plush lane, at the forward end of the car,
There are seven Iowa farmers' tired old wives
With their faces set toward the perfumed orange groves
For a lyrical end to their prosy, cumbered lives;
And all day long with their red, work-twisted hands
On their black silk laps they idle, they rest, they play;
They badger the grime-gray brakeman, make new friends,—
"Say, Pa, this gentleman *here's* from Ioway!"

II

While the bored, late breakfast crowd in the diner fumed
And a thin man snarled that his coffee wasn't hot,
I saw them carry her by with clumsy haste—
A silent, sagging shape on a sagging cot,
And all day long there seeps through my noisy car,
Through the tight-shut, shining door of the drawing-room,
The sense of a breathless race with hours and miles . . .
The sense of doom, of imminent, hovering doom;
And whenever the loose-limbed brakeman hurtles through,
Frolicsome-shy as a sidling setter pup,
The mother's jerking face at the crack of the door—
"Are we late? How late? Do you think we can make it up?"

III

There's an old young soldier raptly hurrying home
With a line of shining deeds across his coat,
But the scar far back in his aching-tired eyes
Is a deeper scar than the one along his throat,
And all day long I am watching him realize . . .
That the show is done; he has missed his cue; he's late;
The bands are stilled and the welcome signs are down,
And his shining deeds,—*his war*—is out of date!

IV

A big, thick-wristed man in the section across;
The delicate, fresh-dressed woman by his side
With the look in her face of a stale, warmed-over dream,
Is a bride, a pitiful, tardy, Autumn bride,
And all day long, sitting still in her green plush seat,
She escapes, she flees, she hides . . . till the train's harsh tune
Summons her back to the touch of his thick, cold hand,
To bring her November heart to the feast of June.

. . . .

Can they ever learn to rest in their orange groves?
Is the engine aware of the drawing-room's tragic need?—
And the soldier's eyes—and the dream that stood too long?
I am tense with the urge for a greater, kinder speed;
And all day long, till the desert sun slides down
And the farmers' wives are noisy with plate and cup,
Now soft, now shrill, four-keyed, it pierces through . . .
"Are we late? How late? Do you think we can make it up?"

But why poor Harlequin? Probably in ironic indulgence of our limited judgment, *Harper's* gives this a place.

POOR HARLEQUIN

By Seabury Lawrence

I will take the laughter—
You may have the tears;
'Tis gayety I'm after,
Dancing down the years.

You may have the highroad—
I will take the lane,
Stopping in a by-road
Where birds sing again.

I will roam to far hills—
You may keep the glade;
There the day my joy fills—
There bright dreams are made.

Nature and man are pitted and judged in this poem found in the New York *Evening Post.* Sterling is California's leading poet, and judged by this his leadership extends much wider:

PUMAS

By George Sterling

Hushed, cruel, amber-eyed,
Before the time of the danger of the day,
Or at dusk on the boulder-broken mountainside,
The great cats seek their prey.

Soft-padded, heavy-limbed,
With agate talons chiselled for love or hate,
In desolate places wooded or granite-rimmed
The great cats seek their mate.

Rippling, as water swerved,
To tangled coverts overshadowed and deep
Or secret caves where the canyon's wall is curved,
The great cats go for sleep.

Seeking the mate or prey,
Out of the darkness glow the insatiate eyes,
Man, who is made more terrible far than they,
Dreams he is otherwise!

To-day (London) was always a purveyor of good poetry, and its temporary suspension meant our loss, but now that it resumes in its old form we signalize by quoting two:

EPITAPH IN BALLADE FORM

which Villon made for himself and his friends, waiting to be hanged with them.

Translated by Richard Aldington

Brothers among men who after us shall live,
Let not your hearts' disdain against us rise,
For if some pity for our woe ye have
The sooner God your pardon shall devise.
Behold, here five or six of us we peize;
As to our flesh, which we fed wantonly,
Rotten, devoured, it hangeth mournfully;
And we, the bones, to dust and ash are riven.
Let none make scorn of our infirmity
But pray to God that all we be forgiven.

If, brothers, we cry out, ye should not give
Disdain for answer, even if justice 'tis
That murders us. This thing ye should believe,
That always all men are not wholly wise;
Pray often for us then, not once or twice,
Before the fair Son of the Virgin Mary,
Lest that—for us—His grace prove injury
And we beneath the lord of hell be driven.
Now we are dead, cease importunity
And pray to God that all we be forgiven.

The rain doth weaken all our strength and lave
Us, the sun blackens us again and dries;
Our eyes the ravens hollow like a grave;
Our beards and eyebrows are plucked off by pies.
Never rest comes to us in any wise;
Now here, now there, as the wind sways, sway we,
Swung at the wind's high pleasure ceaselessly,
More pecked by birds than hazel nuts that ripen.
Be ye not then of our fraternity
But pray to God that all we be forgiven.

ENVOI

Prince Jesus, above all hast mastery,
Let not hell become our seigneury,
There we have naught to do nor order even.
Brothers, keep here no thought of mockery
But pray to God that all we be forgiven.

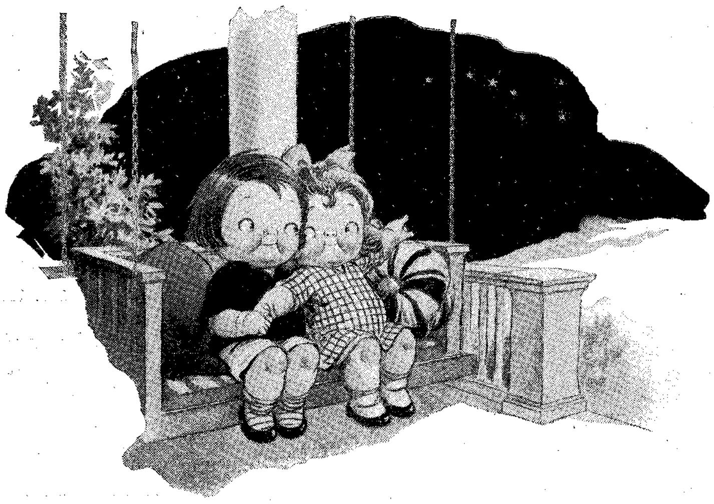
IN THE WOODS

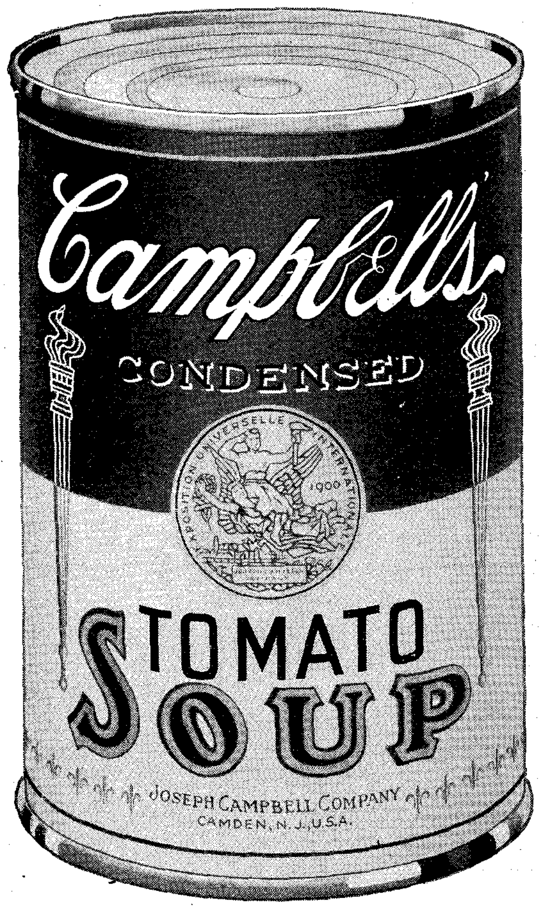
By Dorothy Easton

There's been some lovering I can see
Among these wild anemonee,
For some are blushing rosy red,
And one has wept and bowed its head,
And in the trees the wood-doves tell
Their story wistfully and well,
While that old sport, the bumble-bee.
Laughs about it, close to me
Upon a dark blue-bell.

Did you hear the cuckoo call?
Did you want to grow so tall
You'd burst the April sky?
Did the speckled thrush awake
Your hearts, one evening in the brake—
And did you long to fly?
Then fling your heads together, fling!
For you there's only one short Spring—
And then you've got to die.

If you would prove the love sincere
You've vowed to me tonight,
Go get that Dipper—bring it here—
Its size for soup is right.




Campbell's
CONDENSED
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Spoon-time

Dip your spoon into a steaming, stimulating plate of Campbell's Tomato Soup. You'll relish each savory sip. Even the aroma is a prod to drooping appetites. Consider Campbell's not only as a proper introduction to the dinner, but also as the main support of lighter repasts.

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is a skilful blend of the tonic juices and fruity parts of fresh, firm, red tomatoes, sun-sweetened on the vines; golden creamery butter, sweet and smooth; palate-pleasing spices, added with a professional sense of proportion by the Campbell's chefs in the spotless Campbell's kitchens. Who wouldn't love Campbell's Tomato Soup?

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Campbell's SOUPS

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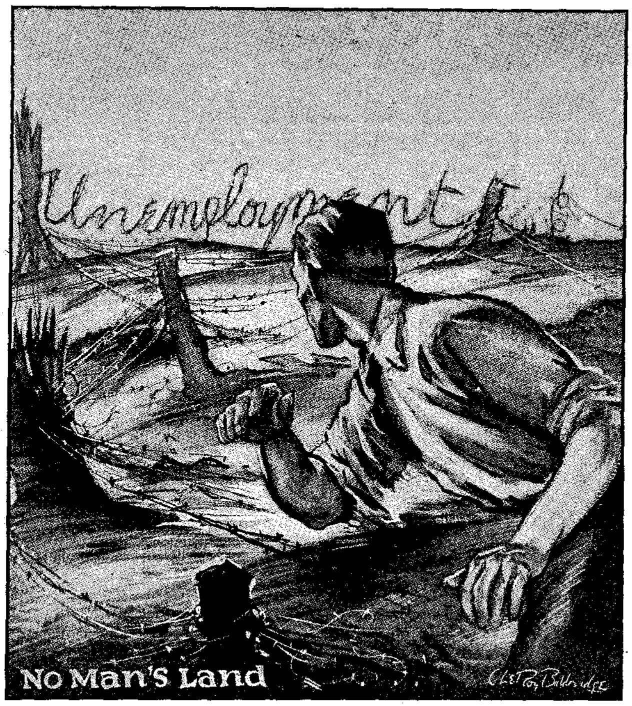
PERSONAL ▾ GLIMPSES

THE GREATEST BONUS—STEADY JOBS FOR VETERANS

THE AMERICAN LEGION has carried on the fight for a money bonus to such well-advertised effect that not very much notice has been taken of its fight for another bonus the national effects of which are beginning to be felt. This other bonus is called by Legion representatives themselves "the greatest bonus for our veterans." It consists, we are informed in large black letters that have become familiar in parts of the mid-West, in a "STEADY JOB." "Bonus," the workers for this particular bonus point out, is the Latin for "good," and they argue that the greatest good that can come to the ex-soldiers is work commensurate with the capabilities of each man. The Legion started a great employment campaign the latter part of last month. It was a campaign not only to place ex-service men in positions, but also to urge the ex-soldier to measure up to his responsibilities when work was found. The password was given as "Make Good." The story of the employment campaign, which is to be a permanent feature of Legion work, is told, with particular regard for the human and picturesque phases of it, by the *American Legion Weekly*, in an article headed "Setting Out Jobs in Spring Garden." The account runs:



ONCE MORE ON THE ATTACK.

The American Legion has started a nation-wide campaign against unemployment. The above cartoon appeared on the cover of the "Employment Number" of *The American Legion Weekly*.

"Storm Sweeps Massachusetts Coast," flickered the title on the weekly news reel. For once the caption was no exaggeration—it was almost an understatement. It might better have said: "Storm sweeps, scours, polishes, wet-washes, dry-cleans and ice-packs Massachusetts coast." For the picture that followed showed gigantic waves surging over the sea-wall into the town of Winthrop and converting summer cottages into islands, and hoary Cambridge elms—elms that were patriarchs when Professor Longfellow was teaching modern languages at Harvard—a-glisten with solid coats of November ice.

There are 25,000 unemployed ex-service men in Massachusetts, and there is a very real and very direct connection between them and the storm. For the storm did more than send waves crashing into Winthrop and bejewel the elms of Cambridge. It inflicted real damage throughout the eastern part of the State.

The Massachusetts Legion, which had long been active in behalf of the unemployed veteran, saw the damage and a glorious opportunity. At once a special committee appointed by the Legion State executive committee waited upon Governor Channing H. Cox and requested an emergency appropriation to repair the damage caused by the storm to State highways and reservations.

Within a week the Governor sent a special message to the Legislature urging an appropriation of $50,000 to repair the devastation. The money was immediately forthcoming. The bill authorizing the payment was signed at eleven A.M.; by three P.M., Past Department Commander James T. Duane, head of the Legion Employment Bureau, had secured from the special commission appointed by the Governor to supervise the work an order to place 200 unemployed veterans on the job within two days.

Thirty-five hundred unemployed ex-service men applied for the jobs at the Legion bureau's office in the State House. In fact, so great was the crush that the Governor himself had fairly to force himself through the crowded corridors to reach his office.

The selection of 200 men from 3,500 was a task calling for the greatest judgment and delicacy. It was accomplished by giving preference to men with dependents—the more dependents the more preference. In substantially all cases the men assigned to the jobs were married veterans with from three to ten children or with dependent mothers and fathers.

Were the men anxious to work? This is what Department Commander Charles H. Cole has to say about that:

"On the day the work was to start there was a terrific rain and hailstorm. The place where the work was to be done was about eleven miles from the center of Boston. Still, many of these men who lacked the necessary ten cents for carfare walked the whole distance—some of the hikers had to leave their homes before six o'clock to be at work on time. It was discovered that many of the men reached the scene of the work with their feet out through their shoes, and in several cases men were without underwear. They carried on through the storm and worked all day without gloves.

"Altho many of the men were drenched to the skin by the rain, on the third day only eight were absent from the work. Police officers were designated to carry the pay to the homes of those who did not report, as the superintendent of the job thought they would probably be in need of the money. *The officers found that every man who had not reported was sick in bed*, and in practically every case was living in destitute circumstances."

Is it any wonder that Commander Cole sees in this incident "a demonstration of the spirit which won for America in the World War the admiration of the world for the pluck and determination of its young men"?

This account of one episode in the national veteran unemployment situation is cited both to show how effective a part the Legion is playing in alleviating that situation and also to give an inkling to the thrill that may be buried in the prosaic term "public works."

Public works sounds about as romantic as garbage removal. Romance, however, has nothing to do with it. There is nothing romantic about missing a meal—not until a long time afterward. And the ex-service man who is offered a chance to become a public worker prefers such a status to that of being a public charge.

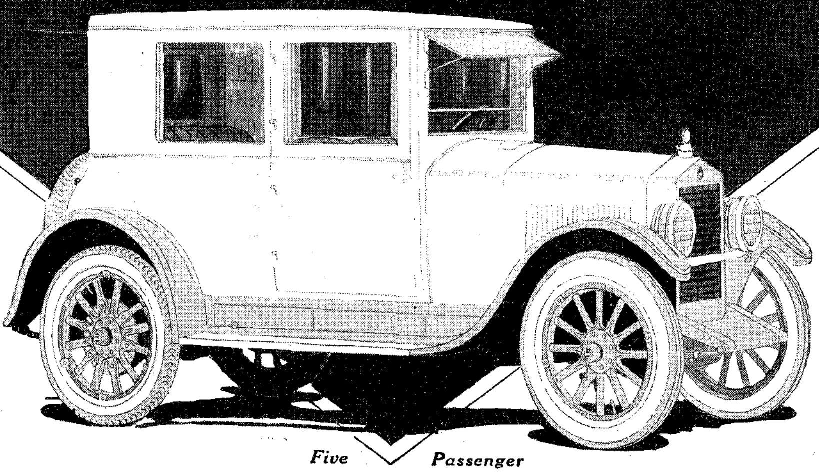
Everywhere, on the Pacific Coast no less than on the Atlantic, in the South and in the West, the speeding-up of public works is proving perhaps the most satisfactory method of meeting the veteran unemployment problem.

In California many of the larger cities inaugurated public improvements during the winter largely as a result of Legion activity. The State, too, has taken a hand at the instance of the Legion, and many men are being employed on public highways who otherwise would be thronging Legion unemployment bureaus—and it isn't exactly vacation time in the bureaus yet. Washington, too, reports from Seattle that in public works, including Federal roads and reclamation projects, it is finding the best emergency means of meeting the unemployment problem.

The Portland (Oregon) Legion is routing most of its present applicants for work through a municipal woodyard—a city-

ESSEX COACH

$1345



ESSEX MOTOR CARS

ESSEX MOTOR CARS

Five Passenger

Performance as Notable As its Appearance

Don't Underrate its Importance

The Essex Coach operates with the nimbleness of an open car.

You will like the way it gets about as well as its good looks and comfort.

It won't cause annoyance with squeaking body and rattling doors. You will be pleased at the little service attention required to keep it in tip-top condition.

Motoring pleasures come from ease of operation—simple control—a free, quick, responsive car that goes at any pace, that darts in and out of traffic and flies up-hill without effort of driver or motor. For these qualities all know Essex excellence.

And no sacrifice of these advantages is made to obtain the closed car comforts furnished in the Coach.

Remember when buying a closed car you will continue to require motoring performance. You will want to drive wherever you drove with your open car. You want its fleetness, its reliability and its economy.

These are advantages of the Essex Coach plus its protection, comfort and distinction. They are made all the more attractive by reason of the price.

You can't ignore that.

Has These Fine Car Details

Dash controlled ventilator.

Wind and rainproof windshield.

Fine quality plate glass windows.

Sun visor.

Luggage and tool locker, opened from rear.

Newest type easy operating crank-handle lifts on door windows.

Four hinges on each door, and fittings that hold door solid—very important.

Fine texture, long wearing upholstery and rugs.

Radiator shutters and motometer for efficient motor control.

Cord tires.

Touring, $1095 **Coach, $1345** **Sedan, $1895** ***F. O. B., Detroit***

Go See—Ride and Compare

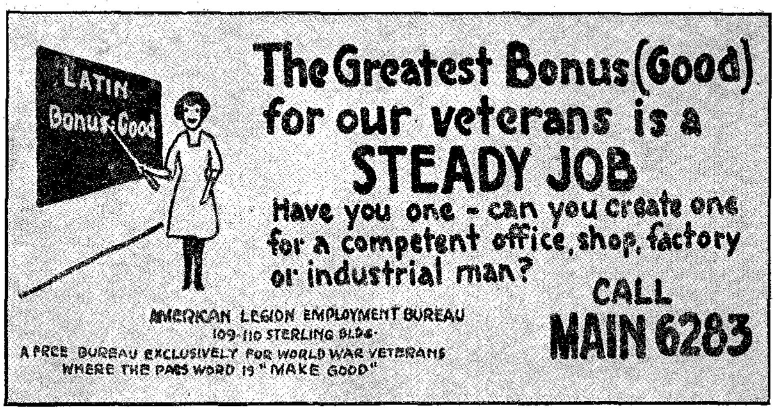
ESSEX MOTORS, DETROIT, MICHIGAN

owned saw and a piece of knotty civic pine are very much public works. Each man receives three meal tickets and twenty-five cents for a bed in return for three hours' work on the woodpile. That doesn't leave much over for Kelley pool, but it provides mighty good medicine against hunger.

Wyoming, too, is seeking to meet the situation by promoting increased activitity in public works and securing preference on such work for veterans. In Oklahoma posts are combating the situation locally by urging that local public enterprises already approved be initiated at once. South Dakota, anticipating little unemployment this spring, sees the most certain hope of relief in the prospect of considerable public building and road improvement work.

Florida has been enjoying the advantage of not having to wait for the frost to thaw out of the ground. "Our experience," declares State Service Officer W. L. Carbine, "is that the best method of meeting the situation of the unemployed is for local posts to get action from city labor departments to furnish work and a sufficient wage for actual living expenses." This plan has operated successfully in Jacksonville, Miami, Tampa, Orlando, and other centers.

Department Commander William F. Deegan of New York says: "The public believes it is the duty of the national Government to proceed with the erection of public buildings, construction of roads and similar enterprises. If corporations have no work for unemployed ex-service men, then we must lean upon nation and State and our municipalities." Snowstorms proved a boon to New York's jobless during the winter, but there were not enough storms to go around.


LATIN
Bonus-Good
The Greatest Bonus (Good) for our veterans is a STEADY JOB
Have you one - can you create one for a competent office, shop, factory or industrial man?
CALL MAIN 6283
AMERICAN LEGION EMPLOYMENT BUREAU
109-110 STERLING BLDG.
A FREE BUREAU EXCLUSIVELY FOR WORLD WAR VETERANS WHERE THE PASS WORD IS "MAKE GOOD"

A BONUS THAT WILL APPEAL TO EVERYBODY.

The Kansas City Legion is spreading the above slogan through *The American Legion Weekly.* The picture and announcement also appear on thousands of blotters that are kept under the eyes of possible employers.

The experiences of these nine representative States are a clear indication of the possibilities in public works as a means of directly improving the condition of the out-of-work ex-service man. In no case has the Legion urged promiscuous and indiscriminate activity. It has not favored the erection of new state buildings and new city halls merely for the sake of finding something for the veteran to do. In every case the prosecution of the work has been logical and necessary, whether made so by gradual development or, as in Massachusetts, by sudden emergency.

But the Legion has not depended on public improvements alone. It has proved by experience the value of other forms of endeavor on behalf of the jobless. Nothing has been found more effective than direct contact with the employer, especially the large employer. According to the writer:

The large employer is not only likely to have more jobs at his disposal if he has any; he is also likely to be the best barometer of business conditions in his locality. Michigan, Illinois, Minnesota, Wisconsin, Pennsylvania—all the larger States have found the personal solicitation of large employers of supreme value in placing applicants for work. Texas, which had perfected plans for an employment campaign this month before the program for American Legion Employment Day last Monday was announced, has secured the cooperation of Rotary Clubs throughout the State. This State-wide plan has been adopted as the result of the success attained by local posts in establishing and maintaining contact with local employers.

It is not enough, however, to let the employer know. The public must know too. The way to reach the public is to reach it in every way you can. The newspaper is the most effective, but by no means the only, medium. Through it the public is being told everywhere not only what the Legion is doing to aid the veteran, but what the actual situation of the veteran is. Newspapers in many cities are inserting situations wanted ads free. The Oregon Legion, in addition to keeping the press informed about the situation, has made use of circular letters, postal cards, posters and slides in moving-picture theaters.

Systematization and organization have been the secrets of Legion success everywhere—pretty open secrets. J. C. Sinnegan, manager of the Legion bureau in Kansas City, says:

"First, foremost, and all the time, we endeavor to emphasize the idea that we are offering the services of former service men because of their *worth* to industry and business. Along with this idea we are concentrating on competency as applied to the men and permanency of work as applied to the employers. This is the secret of the steadily increasing percentage of permanent work offered. The growing confidence of the local business world, as evidenced by this growing percentage, is cultivated by personal calls as well as letters from the bureau manager to various business houses and influential men, by carrying out the same ideas in all publicity, by maintaining a distinction between residents of the city and those applicants of less than six-months' residence who can be classed as floaters, and finally, by consistent and friendly check-up both as to performance of men on work from here and display of good faith by employers to men from here.

"For record and convenience, we issue a pass-card to every applicant for work. On it are printed a few rules, which, incidentally, have the warm approval of practically all the men, as a protection of their interests from the small but troublesome minority present in any group. These rules, in substance, are:

"Any man who accepts a job at this bureau and fails to report on the work within a reasonable time allowance for getting there is ineligible for any other work here.

"Any man who accepts a short job and quits it without satisfactorily completing it is ineligible for further work, unless able to give satisfactory reason for his failure—especially, satisfactory to the employer.

"Any man who accepts a permanent place and fails to put forth satisfactory effort to keep it or is so unsatisfactory that he is discharged in a few weeks is ineligible for further work, certain unavoidable exceptions being made, of course.

"The injunction is added to 'look before you leap; don't take a job from some other man who could handle it unless you know the work well enough to make a good record at it.' Once a man accepts the work after being given every opportunity to look it over, he *must* make good."

If by some miracle our war-time Army and Navy had survived 1918 without a single casualty, if the Adjusted Compensation Bill had ridden through to victory on the high tide of enthusiasm for the returned soldier and sailor that thrilled the land three years ago, the Legion would still have a valid excuse for existence, a real and tremendous service to perform. As long as the unemployed problem remains, the Legion has a mighty task cut out for it. And by the same token, when doubting Thomases inquire, "What good are you, and what have you done?" the Legion can point to the effectiveness with which it has handled this one problem and say, "There! Are we accomplishing anything or not?" And the answer would have to be a chorused "We'll say so!"

It is estimated, reports the Indianapolis *News*, that approximately 400,000 of the service men who were idle when the campaign opened have now obtained work. According to the *News:*

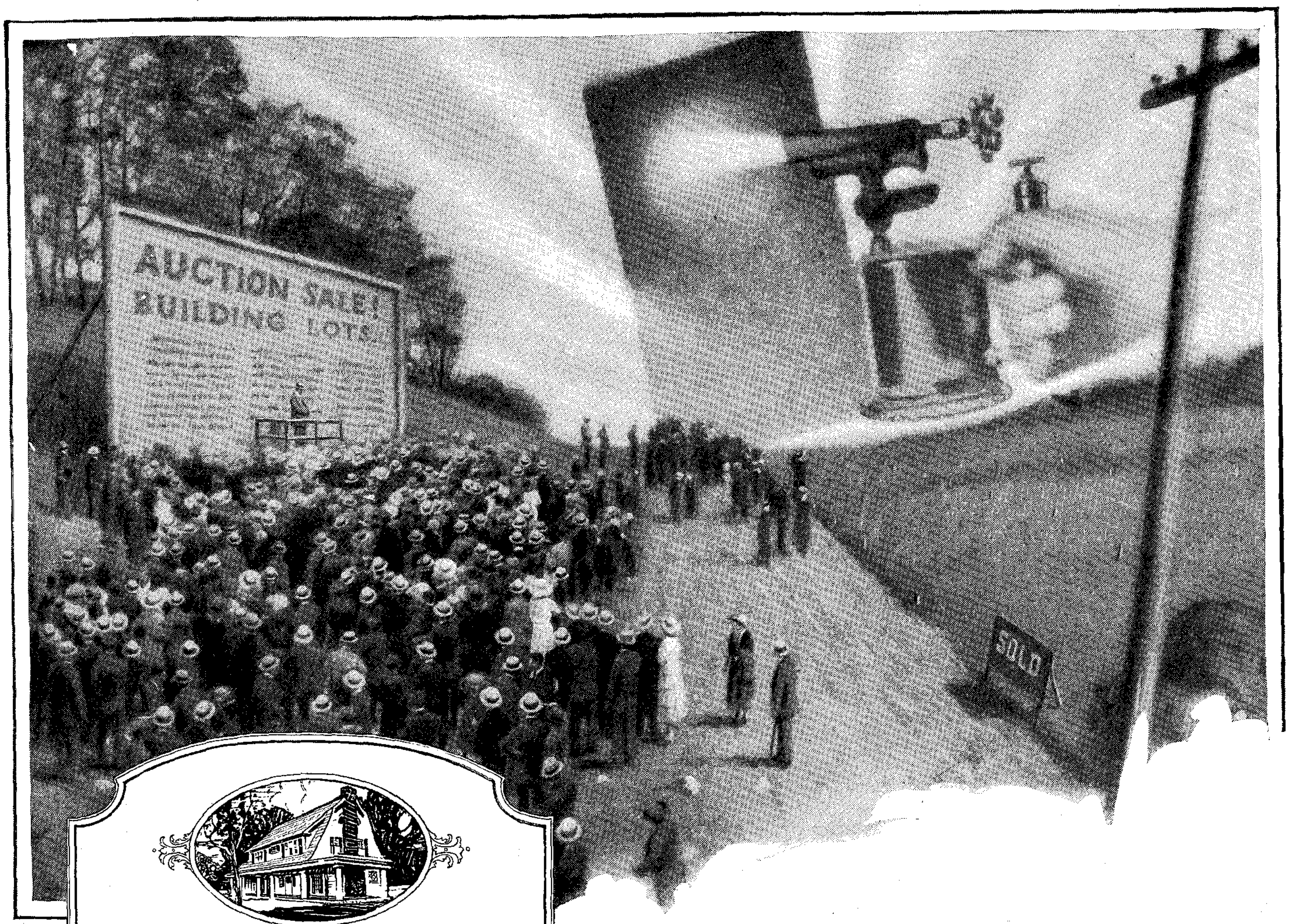
Virginia reported 500 men employed—half of those who were out of work in that State last week. The city of Stanton reported 100 per cent. employment. Dulness in the shipyards gave Virginia Legion officials added obstacles to overcome in many cities.

A telegram from workers at Legion State headquarters in Idaho said: "This State is in good shape. One post reports all men employed. We are making satisfactory progress."

Connecticut reported 500 men employed, despite labor troubles in the textile mills, one of the principal industries of that State. Fifteen Connecticut posts report 100 per cent. employment.

The State of Louisiana claims to have found employment for every resident former soldier, altho Louisiana newspapers are still carrying advertisements of men seeking positions. It is believed, however that a majority of these are seeking higher paying jobs.

A new slogan, reports the *News* in a later issue, has gone forth from Legion headquarters. The appeal runs, "Veterans, go back home, and your home community will take care of you." In the



What Type of Asbestos Roofing?

This chart will help you decide

Kind of Building	Type of Asbestos Roofing	Brand or Trade Name
Small buildings	Slate surfaced roll roofing or shingles	Flexstone—red or green
Dwellings $3,000-$7,000	Slate surfaced roll roofing or shingles or rigid asbestos shingles	Flexstone—red or green; rigid—red, brown or gray
Dwellings $7,000-$25,000	Rigid asbestos shingles	Standard or extra thick—red, brown, gray or blended
Dwellings $25,000 upwards	Rigid asbestos shingles	Colorblende—five-tone, brown with or without red or gray accidentals
Factories, shops and mills—Monitor and Sawtooth roofs*	3 or 4-ply ready roofing	Johns-Manville Asbestos Ready Roofing or Built-up Roofing
Flat roofs—all buildings*	Built-up roofing	Johns-Manville Built-up Roofing
Skeleton frame buildings—standard conditions*	Corrugated asbestos roofing with steel reinforcement	Johns-Manville Corrugated Asbestos Roofing
Skeleton frame buildings—excessive temperature or condensation conditions*	Corrugated asbestos roofing without steel reinforcement	Johns-Manville Transite Corrugated Asbestos Wood Roofing

**Note*—Industrial buildings call for expert advice. A roofing expert is available at all Johns-Manville Branches.

Every man in this crowd can afford Asbestos Roofing

THESE people will soon have to consider the question, "What Roofing?"

Some will be guided by economy.

Others will seek permanence and durability.

In either case the trail ends with Johns-Manville Asbestos Roofing.

Surprising as it is to most, this permanent roofing costs but a few cents more, per square foot, than the ordinary, perishable type.

Only a few cents more—yet in addition to permanence you get fire-safety. Johns-Manville Asbestos Roofings will withstand the intense heat of a plumber's blow-torch. Any dealer will quickly prove this to your satisfaction. Each type is given highest rating in its class by Underwriters' Laboratories, Inc.

Asbestos Roofing is made by Johns-Manville in many forms: shingles, artistic in colors and shapes, for homes; roll roofing for the sloping roofs of garages or small industrial buildings; or built-up, layer upon layer, on the great roof-decks of commercial structures. (See chart on left.)

The most striking attribute of Johns-Manville Asbestos Roofing is not its fire-safety and weather-resistance, not its economy and permanence, not the single fact that it never needs painting or refinishing; but rather the fact that all these qualities are combined in this one roofing. The universal roofing is Johns-Manville Asbestos.

JOHNS-MANVILLE, Inc.
Madison Avenue at 41st Street, New York City
Branches in 57 Large Cities
For Canada:
Canadian Johns-Manville Co., Ltd., Toronto

Through—
Asbestos
and its allied products
INSULATION
BRAKE LININGS
ROOFINGS
PACKINGS
CEMENTS
FIRE PREVENTION PRODUCTS

JOHNS-MANVILLE
Asbestos Roofing

TEXACO GASOLINE

THE *VOLATILE* GAS

Volatility is the readiness with which gasoline gives up its power

BEFORE 1902 The Texas Company did not exist. In but 20 years the public demand for Texaco Products has built a business of immense size.*

This widespread demand is so insistent as to compel a continuous and rapid increase in production and distribution. The public shows its appreciation of *distinctive, uniform quality* in an unmistakable way.

This great demand for Texaco Products is final proof that the soundest scientific practice in the refining of petroleum, pays. Every Texaco Product is made upon this important principle.

Texaco Gasoline is a good example. More power and readier, was the universal wish. Texaco Gasoline gives it, through high and uniform volatility.

Texaco Motor Oil is another instance; the Oil famed for its heavy body and its refinement to a *clear, pale* color.

That Texaco Gasoline is the *same* wherever you fill your tank, is a vital point of its popularity. Touring in New England in summer, or beneath Florida palms in winter, visiting America's wonder-scenes such as the Grand Canyon, or the Rockies, or Niagara, or the unsung beauty of thousands of less known places, you find that the trail leads to the Texaco Red Star.

At these filling stations you always find Texaco Gasoline and Texaco Motor Oil, and the satisfaction of improved operation and upkeep.

THE TEXAS COMPANY, U. S. A.

Texaco Petroleum Products

TEXACO
GASOLINE
MOTOR OIL
TEXACO

TEX

GASOLINE

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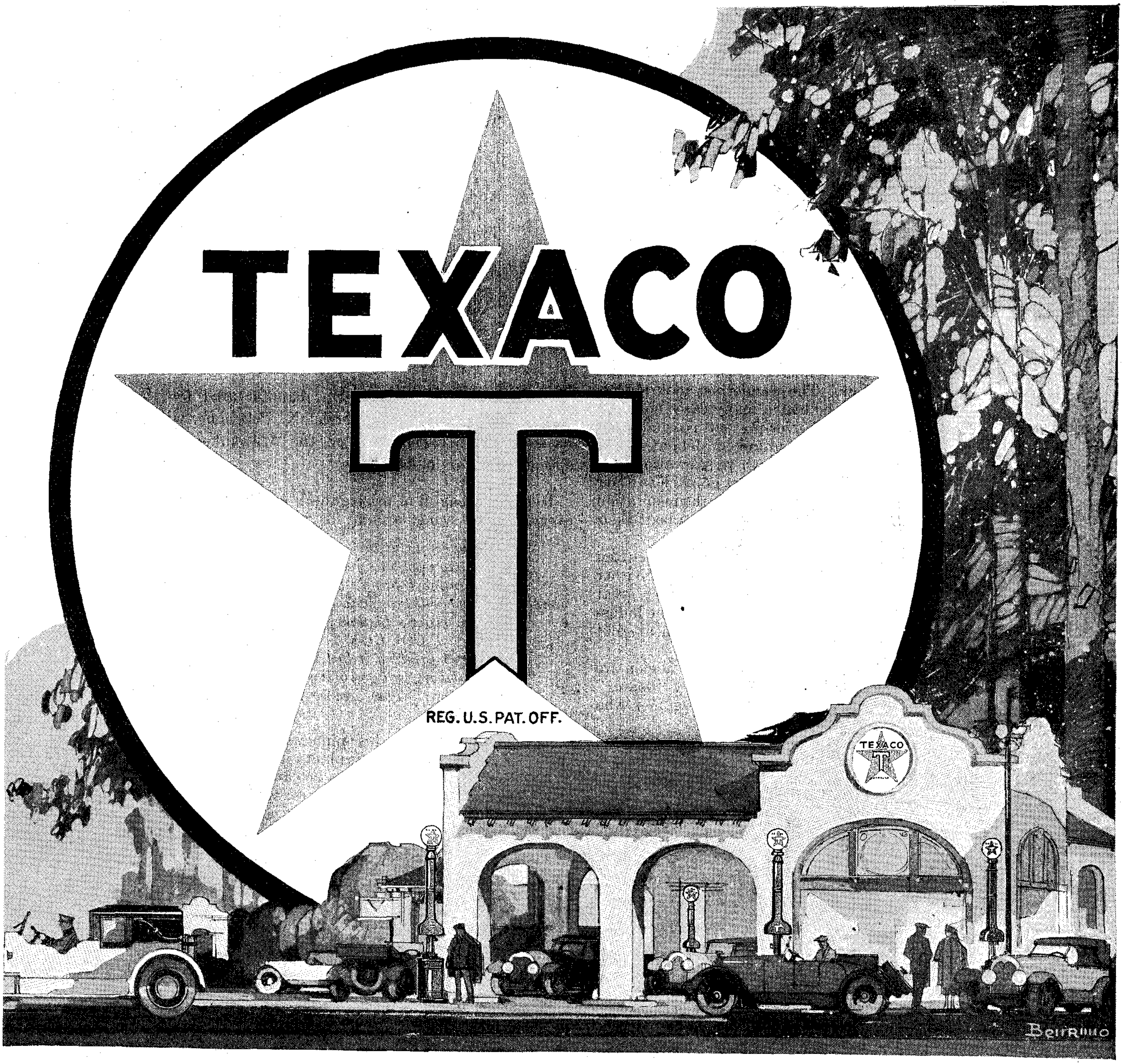
*In the last ten years the consumption of Texaco Gasoline has increased from 160,000 to over 1,000,000 gallons a day.


TEXACO
T
REG. U.S. PAT. OFF.
TEXACO
T
BERTINO

ACO

MOTOR OILS

explanation accompanying the appeal, which was sent out by G. W. Powell, assistant national director of Americanism for the Legion—

The slogan, "Drive until every veteran has a job" which was adopted by the Legion a week ago has been changed to "Let every community care for its own unemployed."

"Late figures coming in from a few parts of the country show that jobs are waiting for the unemployed veterans," Mr. Powell said. "To name any specific community in which ex-service men are needed would be a very bad policy, because unemployed men by the thousands would immediately flock to these communities. Of course, many of them would find that their trip had been made in vain.

"Thousands of ex-service men have left their home communities for the great industrial centers because they believed that they could make more money in these centers. New York, Philadelphia, Chicago and Pittsburgh are crowded with men out of work.

"Scores of men have left their homes because of the restless condition that follows every war. The wanderlust took possession of the soldier in France, and he has in many cases not been able to forget Paris, Nice and the ever-present possibility of moving on to some new wonder—some untasted delight. The wanderlust has led these men to the place where starvation now faces them and their families. These men must go back to their home communities and learn to 'carry on' without the inspiration of romance and a touch of uncertainty and mystery about their daily tasks.

"Getting the veterans back home will help the patriotic citizen do his duty for the unemployed and for this country. Neither the American Legion nor any other organization can do a great deal of good toward getting permanent employment in the industrial centers where work is now slack and where men are not needed."

Mr. Powell said that the State departments of the Legion are asking each of the 11,000 Legion posts to urge every "floater" to go home. Then the posts will take care of their own men who are out of work.

"OH, TELL ME, GENTLE POSTMAN!"

ASK THE POSTMAN in any sociable, middle-sized city of these United States what it is that makes his life least worth living, and the chances are that he will answer, "Questions." And of all the questions, which run from the time of day to a demand for an income-tax blank, the saddest one, according to report, goes—"Is that all you've got for me?" It is this question, more than any other one thing, says Frank Battell, commonly known as "Bat," a philosophical and poetical postman of Milwaukee, Wis., that makes him wonder whether there is a heaven. Bat—everybody calls him Bat—has written a poem to express his feelings about the matter. It has been widely published and copied in his native State, and runs thus:

The postman's life is not all joy
Though it has its pleasures, too;
Sometimes he feels like Ma's fair-hair'd boy,
And at other times he's blue.
Some people make him wait in the rain,
And it's hard to collect the "dues";
They tell him "You're late" till he fears his brain
Its feeble grip will lose.
But, of all the pests on a pest-cursed earth
That Satan ever set free,
The worst is the person who asks each trip:
"Is that all you've got for me?"

I well recall one specimen
Who had me going fair.
Twice daily when she closed her door
I'd grind my teeth and swear.
To see if, for once in her fair young life,
She'd forget her usual roast.
I'd saved up four mail order catalogues
And a ten-pound "Parcel Post."
Like a horizontal letter U
My poor back did incline;
But I spurred my jaded muscles
With a ray of pale moonshine.
As I staggered up her high front steps,
She chattered in fiendish glee:
"How is it you're late this morning—
"Is that all you've got for me?"

I can't forget one poor old man
Who had never done me ill.
Save that with that same old question
My spirits he would chill.
Though often sorely tempted.
Until then—the Saints be praised!—
My hand, against my fellow man,
Was never in anger raised.
But he sprung that gag with whiskers
That was old enough to vote.
And, like the straw on the camel's back,
It someway got my goat.
Two savage blows with a flower pot,
And one with a paving stone,
And his mangled form lay at my feet,
With barely strength to groan:
"Go, break the news to my weeping wife,
And my sorrowing family,
But, tell me, Postman, ere you go,
Was that all you had for me?"

Many other questions seem manufactured for the special chagrin of postmen, says Harriet N. Pettibone, writing on the basis of Bat's experiences, in the Milwaukee *Sentinel*. She specifies and comments:

Here are a bagful of prize gum-drops he is given to chew most every time he swings around his route.

> "*How cold is it out this morning? Do you think I will need my overshoes just to go downtown and buy some muslin for Johnny's rompers?*"
>
> "*What time will this package go out, carrier? To-morrow is my sister's birthday and you simply must get it there. I COULDN'T send it any sooner. I just finished knitting it last night.*"
>
> "*Mr. Mailman, will you bring up an income-tax blank this afternoon? They are so handy for you—right upstairs—*"

Something to occupy his mind while he is loafing around the office! All he has to do in his ninety minutes at noon is to arrange 2,000 or more pieces of mail so he can spread it over a half-mile of territory in another 180 minutes; write forwarding addresses on a hundred other pieces, answer communications, enter removal orders, buy due stamps, turn in C. O. D. collections, sign for registers and borrow chewing-tobacco from an office confrère.

"Oh, Postman, I am just writing to my husband. He has been away FOUR days and I haven't had a minute to send him a line—it won't take but a jiffy—there now, I'll address the envelope and you can take it along. Poor dear, he will think he is getting an awfully stingy one—oh, I almost forgot to tell him about baby's tooth—I'll just add a tiny postscript!"

The mailman's daily schedule is mapped out for him, to the minute. From the time he arrives at the office and begins to "set up" his mail till he has turned in the last collection slip, it governs his movements. It says he must deliver each letter at the front door, and consume only one-half minute in so doing. It makes no provision for sliding in back entrances for a cup of coffee or waiting for postscripts about babies' teeth to be written.

Nor does it offer any solution to the east-side carrier who wanted to be accommodating when he found a note in one of his Cambridge Avenue mail boxes last summer.

> "*She said she would be out at the lake for two months,*" he grinned, "*but there's be a bottle of milk left in the mail-box every morning and a saucer—would I please feed the cat as I went by!*"

"A mail-carrier must think twice before he speaks and then keep his mouth closed," concludes Frank Battell.

"Bat" is not only the philosopher and poet of the service, but the humorist of the "swing room" as well. The world to Bat is one big joke on the mail-carrier. Every street is a comic strip whereon simple citizens are making life complex for helpless postmen.

"Years ago, in the wild and rosy days when cider was one hundred and ten proof," as Bat remembers it, "one of the brothers was caught with the odor on him. As punishment, he was given a night collection on foot.

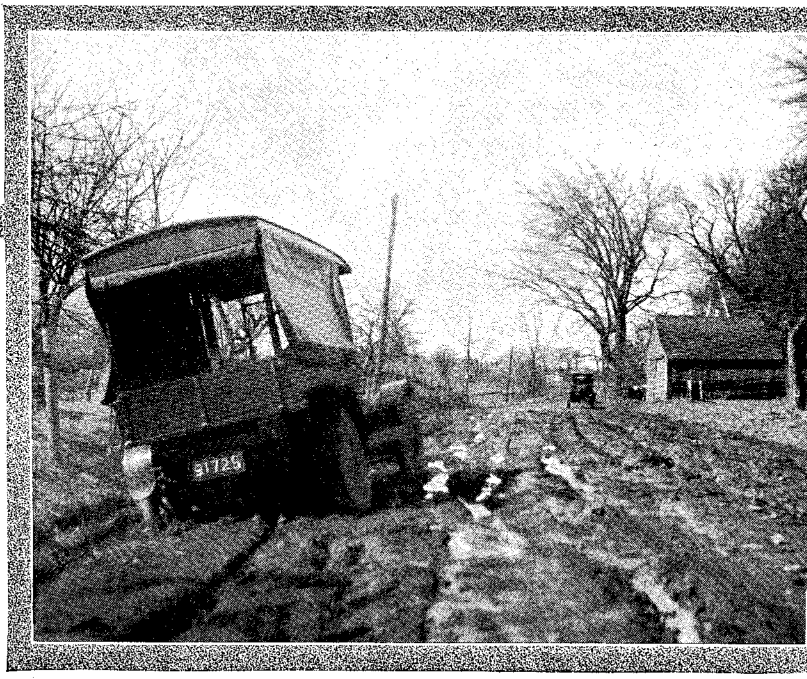
"I was waiting for a car at Fourth and Grand Avenue, in civilian clothes. The mercury was ten below zero when he stopt to empty the large letter-box into which some department store had wedged a few bushels of bills.

"With frozen fingers he wiggled them loose, cursing under his breath.

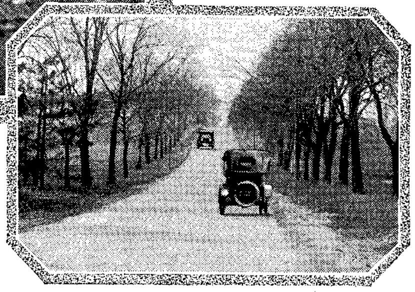
"Up comes a lady, fumbling in her bag.

"'Oh, postman, are you collecting the mail?"

No highway engineer or road official should be without a copy of our latest manual, "Road Maintenance with Tarvia." Our nearest office will gladly send free copy on request.



"Nobody will deny—that every additional mile of good roads will serve to diminish the immense cost of distribution and transportation—that mean, gnawing expense which doubles the price of virtually everything we buy."—*Collier's Weekly.*



Hinsdale-Downers Grove Road, Downers Grove, Ill.
"Tarvia-X" 1920

What did the Winter do to Your Roads?

In communities where the annual Spring thaw turns roads into mires of soggy mud, Spring is a season of discomfort and isolation.

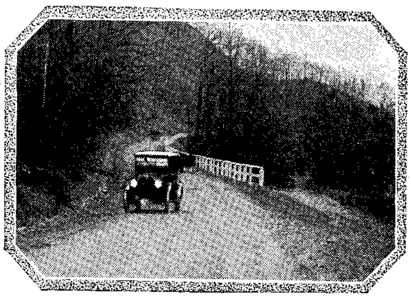
Throughout the country, there are still thousands of such communities. Perhaps yours is one of them. Perhaps the picture at the top of the page is typical of some roads in your locality.

Now look at the Tarvia Roads shown at the right. These roads are waterproof and frost-proof. Neither the freezes of Winter nor the thaws of Spring have any effect upon them. These highways are firm, smooth, dustless and mudless all the year round.

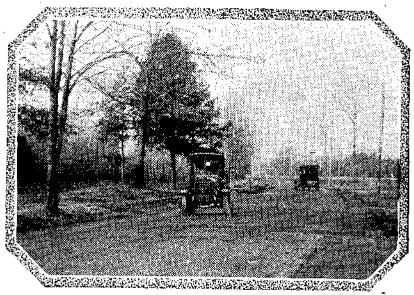
Your community—*any community*—can afford such roads. They are comparatively low in first cost, and are so much more economical over a term of years that the saving makes a more extensive road program possible.

In many cases the old macadam or gravel can be utilized as the foundation for a traffic-proof Tarvia top.

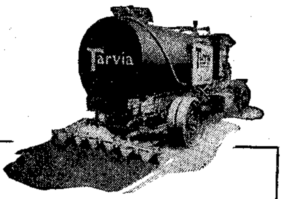
We would like to tell you more about the many uses of Tarvia, its ease of application and its economy as a maintenance material for hard-surfaced roads and pavements of every type. A letter addressed to our nearest office will bring you facts, figures and pictures.



Nyack Rockland Lake Road, New York
"Tarvia-X" 1916



Road near Hanover Center, Hanover, Mass.
Treated with "Tarvia-B" since 1916



Tarvia
For Road Construction Repair and Maintenance

Special Service Department

In order to bring the facts before taxpayers as well as road authorities, The Barrett Company has organized a Special Service Department which keeps up to the minute on all road problems. If you will write to the nearest office regarding road conditions or problems in your vicinity, the matter will have the prompt attention of experienced engineers. This service is free for the asking. If you want *better roads* and *lower taxes*, this Department can greatly assist you.

The Barrett Company

New York
Detroit
Peoria
Youngstown
Baltimore

Chicago
New Orleans
Atlanta
Toledo
Omaha

Philadelphia
Birmingham
Duluth
Columbus
Jacksonville

Boston
Kansas City
Milwaukee
Richmond
Houston

St. Louis
Minneapolis
Bangor
Latrobe
Denver

Cleveland
Dallas
Washington
Bethlehem

Cincinnati
Syracuse
Johnstown
Elizabeth

Pittsburgh
Salt Lake City
Lebanon
Buffalo

THE BARRETT COMPANY, Limited: Montreal Toronto Winnipeg Vancouver St. John, N. B. Halifax, N. S.

"I shut my eyes to avoid seeing the murder, but he answered in the voice of a mother soothing a delirious child:

"'No, madame, I am digging the grave of a soldier who fell at Gettysburg."

In the early days of the parcel post, according to the same whimsical authority, some one shot a rabbit, wound a loose newspaper kimona around it, attached a shipping tag, and mailed it to a friend in Milwaukee.

While the carrier waited for the front door to open, a hungry dog grabbed the game and tore off three or four blocks before he could be cornered and forced to give it up.

The copper on the beat wished to cheer up the exhausted postman: "You've got a nerve—to be hunting rabbits with a dog right in the city limits!"

The carrier dismissed him with a haughty wave of the hand: "On your way, boy. I am hunting dogs with a rabbit!"

Bat is quoted as saying that one of the outstanding tragedies of his official career came to his attention shortly after the Volstead Act commenced to pinch. In his own sad words:

"I was caught out in a wet blizzard which first soaked my clothes and then froze them to my body. Just as I was sinking for the third time a lady whose mail I had carried for fourteen years said:

"'Postman, would you be offended if I offered you a drink?'

"I gasped something about her having argued me into it and stumbled into the hall.

"She poured out enough of something to drown three goldfish in. I poured it where it caused a glow like a bottle of red ink on a Sunday tablecloth.

"'Oh, postman,' she lamented. 'If I had only known! A hundred times in storms like this, I have wanted to offer you something, but I thought you would be horrified at the idea!'

"I was horrified, but not at that idea.

"That evening I borrowed an adding machine and figured up that I was 13,270 drinks behind the man on the adjoining district, when it was too late to retrieve, all because of an over-innocent face."

The woman who hesitated to offer him a lifesaver is the only one at large who does not empty her head to the mailman—fourteen carriers declare it in a breath. And they cast the proxies of the other 346 who were not around.

"The uniform gives them confidence," says Frank Battell, "so they open up the family skeletons—"

Courtesy of the Milwaukee "Sentinel."

CHEERFUL IN SPITE OF IT ALL.

"Bat," otherwise Frank Battell, is a postman, poet and philosopher of Milwaukee. His analysis of the postman's life leads to the conclusion that it would not so bad if it weren't for the questions.

This good-looking chap's evidence might be more convincing if he did not modestly attribute several romances in his experience to the effect of the uniform, also.

The country lass who came to work on Ogden Avenue thought the postman was just about all right. He "passed a good time" with everybody.

"Here's one from ma," he told her as he handed her the family batch of mail with her letter on top.

"Is this one from William?" He teased her the second day.

Blushingly she told him she had no "William," but she always managed to be at the door when the blue uniform ascended the steps.

Then he was off the route for three days.

"Where have you been?" she chided him the fourth morning, dimpling at seeing him again.

"I've been getting married," and he couldn't say it without swelling out his chest a mite with pride over the deed.

The mistress opened the door next morning. The little country girl felt bad, in fact she had been weeping. He "was a heartbreaker," she reproached the upstanding young fellow.

But it was only the uniform, its owner repeated deprecatively. "She is married and has three little girls that run after me and grab me around the knees when I bring the mail now."

other postman, during the war, opened the gates of foreign-eighboring section of the town. It was a time when tragedy used the mails. He recalls that one old Hungarian woman met him at the steps every morning. Her eyes pleaded pitifully as she quavered "*Kein brief?*" as if unwilling to believe the postman's shake of the head. She was grieving over four sons carrying muskets somewhere in Europe. In the postman's words:

"One morning I was tickled to death—I had a letter for the old lady. It must have come through by way of Italy. She trembled as I put it in her hands, and clutched it to her breast as she hurried back into the house.

"But the following day her daughter met me up the street a ways, where the old woman couldn't see her. In broken English she warned me 'not to give mother letter.' The one the day before contained bad news—one of her boys had had both his legs shot off.

"So day after day the old soul would stand at the steps, always asking, hoping with her eyes and then dropping her shoulders hopelessly when I shook my head. If I did happen to have one, I passed on to the next house, circled around and sneaked up to the back door to give it to her daughter before she wavered back to the kitchen."

A company of Polish fellows went away in 1917. Most of them were red-cheeked lads from the south side, the boys of Company K. Almost the whole of that splendid strength was wiped out—and hardly a house south of Mitchell Street but lost a son or brother. The only Milwaukee doctor to lose his life in the fighting was of that company—and his brother was the carrier who had to hand his mother the letter that said "*Return to the Government Burial Department*" in the upper left-hand corner.

Carriers suffered over their mail in those months. As conspicuous as the black-bordered envelop and more commonplace—those tragic, stampless, Government missives, telling where a loved boy had been laid to peaceful rest until his country could bring him back home to a flag-marked spot near his parents. Some families are still listening for the footsteps that will bring their letter.

But the days when the big, square envelops arrived with their stamp of the A. E. F.—the morning he started out with thirty or forty of THEM in his bag, didn't the mailman step along pertly? He grinned all the way up the street. Nobody needed to question him: "Is there any foreign mail?" They saw his face and put out their hands for the words from their boys in France.

A prosperous-looking gentleman moved across the aisle of a street-car one day, "Bat" recalls, to sit beside a postman. "Mailman," he began:

"How much pay do you fellas get?" and when he heard the uniformed man's reply, explained: "The reason I ask is on account of my wife's brother.

"Three times we set him up in a nice business. Every time he went broke. We got him the finest kind of jobs. If he ain't fired in two weeks, he quits.

"I says to my wife, 'this is the last—maybe we can get him in carryin' mail!'

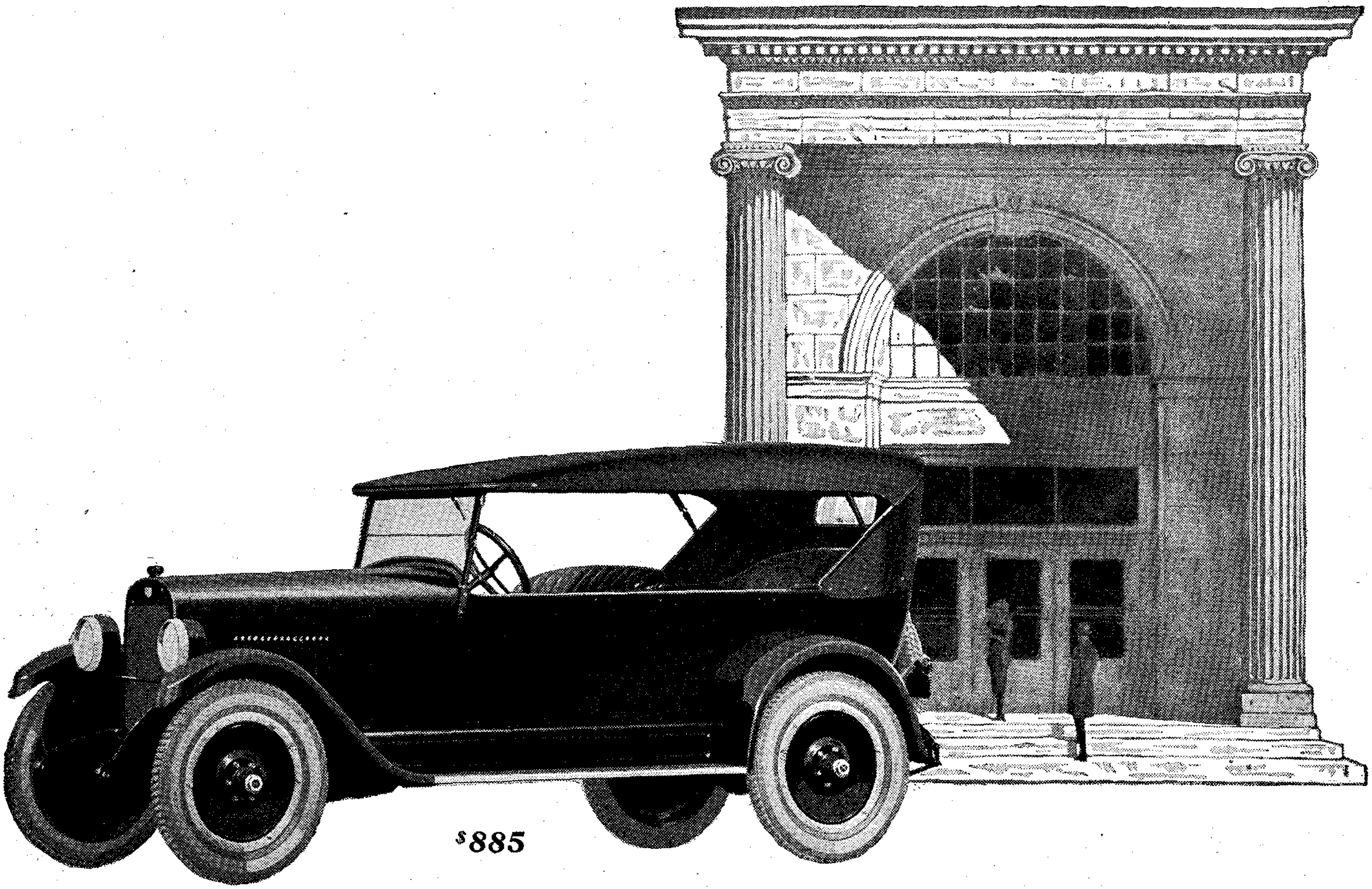
"The boy ain't exactly foolish, you understand, but he can't keep his mind on anything!"

The man in the blue uniform politely advised his street-car friend to get the boy a mail-bag by all means, but—back at the office—

"That boy probably couldn't sort a pack of cards in four piles without mixing the suits—but he thinks letters would be a cinch."

Bat heard the aggrieved sniff—

"In most lines a man can get by with ninety-five per cent. accuracy," he commented, "and I have known motorists to live three or four years by complying with as little as fifty per cent. of the traffic rules, but let a mail-carrier mis-deliver or lose one letter out of every hundred, and the Postmaster-General would have thrown up his movie contract a month ago to come to Milwaukee and fire him in person."



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AMUNDSEN, DISCOVERER OF THE SOUTH POLE, GOES AFTER THE NORTH

CAPT. ROALD AMUNDSEN, the Norse explorer, is not satisfied with having the discovery of one Pole to his credit. There are reasons enough why he should rest on his laurels, and he has plenty of laurels to rest on. He is getting on in years, he went through trials and hardships without number in the various Arctic and Antarctic trips which culminated in his discovery of the South Pole, and Peary discovered the North Pole, so the Norseman has no chance to be the first man to set foot there. Nevertheless, he has decided that he can be the first man to cruise around in the vicinity of the North Pole, really to look the ground over, as it were, as opposed to the "dash" that carried Peary to the top of the world, and he can be the first man to reach both Poles. Therefore, this summer he will make a drive for the spot unknown to all but Peary. Why Amundsen wants to strike out into the Far North is difficult to see, remarks a writer in the Kansas City *Star*, taking a backward glance at the explorer's history:

> It is not as tho he was a new explorer, a man with a reputation to make, a person of whom the world was saying: "You say you want to discover things; let's see what you can do."
>
> Instead he is a man with his achievements behind him. He has done his bit, put himself in an everlasting "Who's Who in the World," but he keeps on fighting. The explanation lies in his character, his friends say. He is a man who wants to keep on accomplishing things.
>
> Out on the placid waters of Lake Union, at Seattle, Wash., a four-masted schooner rocks back and forth in the gentle swell while the crew labors unceasingly putting provisions in her hold. On her bow is the name, *Maude*, in large letters. Idlers watching the work as it progresses day by day can see that the vessel is going on no small cruise, evidently is to be out even longer than a trip across the Pacific and back would take.
>
> "Where are you bound?" they ask the men at work, their curiosity getting the better of them at last.
>
> "North," comes the laconic answer.
>
> "For how long?"
>
> "Seven years."
>
> "Whew! Say, fellows, just where are you going, anyway?"
>
> "To the North Pole, perhaps. Do you want to make the trip?"
>
> That always holds the most inquisitive of the self-appointed investigators. A few days later a new crop springs up and the process starts all over again.
>
> The *Maude* is Amundsen's ship, the vessel he expects to carry him to that charmed land that only Peary has entered and whose boundaries and dimensions to this day are not known fully. He started for the north a year ago and got well into the ice fields when a propeller blade on the *Maude* was broken.
>
> Capt. C. T. Pedersen, who has sailed the Arctic Ocean and Bering Sea for twenty years, happened along in his ship, the *Herman*, and saw the plight of the *Maude* and her passengers.
>
> "I'll take you south with me," he told Amundsen, the rescue coming just in the nick of time. The *Maude* was brought to Lake Union, the treacherous blade replaced by one that seemed sure to stand the test, and now Amundsen is ready to start again.
>
> The Norseman's plan is to leave Lake Union and Seattle June 1, strike north into the Bering Sea, get frozen into the Arctic ice pack as it leaves the Bering Sea on its northeasterly drift, and take a chance on its carrying him over the Pole or close enough to it that, as he exprest it, "We can look it over." It would seem to be the easiest kind of a project.
>
> "Has any one else tried it?" Amundsen was asked recently.
>
> "Yes, the explorer, Nansen," he answered.
>
> "What luck did Nansen have?"
>
> "He failed."
>
> "What makes you think you can succeed, then?"
>
> "Because I have a lot of advantages that Nansen didn't have. I'm sailing at a later day and the marvelous strides science and the world of invention have made recently makes a person able to do a thing to-day that was laughed at yesterday."
>
> The presence of the northeasterly drift, starting from the Bering Sea toward the pole, is assured. Ocean currents, as repeatedly tested in the Arctic Circle, have shown it to be a fact. DeLong's ship, the *Jeanette*, was wrecked on the western side of the North Pole, and some of her wreckage eventually was washed on the shores of Greenland, proving that the drift was across le, or near it.
>
> ther hand, the same Captain Pedersen who rescued ar ago, took a large number of crimson-colored them in the drift for the United States Coast Geodetic Survey as the combined mass of ice and water left the Bering Sea, but the kegs have never shown up on the Atlantic side of the Pole.
>
> "What happened to them?" Amundsen, Pedersen and other persons interested in the venture have been asked.
>
> "They probably were destroyed by ice pressure," they answered. "That is the most plausible explanation."

Amundsen's coming trip into the northland will be a journey de luxe, it appears, as polar trips go. The Government of Norway is behind the venture, has given him half a million kroner to finance it, and he is taking every appliance known to the world that will make his work easier or his chances of success more sure. For instance, we read on:

> On board the *Maude* will be two airplanes, small, fast machines, that the explorer will use to test the air currents within a radius of two hundred miles on each side of his boat and which he may use to make a final dash for the Pole if he finds the *Maude* is not carrying him near enough to it, and a plane's service will bridge the gap.
>
> The ship will be equipped with powerful wireless instruments, too, with which Amundsen is going to send daily weather reports to the Norwegian Government, the news being scheduled to filter in to Christiania morning and evening. In addition, of course, he will tell the progress he is making on his trip.
>
> "You say you are going to let your boat be frozen into the ice and then take a chance of having the drift carry it toward the Pole?" Amundsen was asked.
>
> "Yes," he answered.
>
> "What's to prevent the ice pressure crushing the boat?"
>
> "That was the fate of Stefansson's ship, the *Karluk*, but everyone agrees that that happened because the *Karluk* originally was frozen in too far away from shore, and that always is fatal in the Bering Sea. They get away with that on the Atlantic side of the Pole, but not on the Pacific."
>
> "Isn't there some way that a ship may be especially constructed to meet the pressure?"
>
> "Yes, and the *Maude* is built that way. She is on a sort of egg-shaped frame that shipbuilders say will stand the gaff if any design will."
>
> "Making a trip on that plan is going to be a long old jaunt for the men in your crew, isn't it?"
>
> "Yes, and for me as much as for them, but the boys are all hand-picked. We're sure we're going to be congenial, and I've gotten every comfort for them that space and the capacity of the ship will permit. We'll have pianos, phonographs, and a large library on board, and I don't know what else I could have gotten."
>
> "You won't just be staying on board with nothing to do, either, will you? Won't your men have something to do to keep them busy even after the *Maude* gets frozen in the ice?"
>
> "I should say so. Those who want to hunt will go out on snowshoes or with sled dogs after walruses, seals, or polar bears. The scientists with the party will have their telescopes fixt on the sky every available minute, watching the Aurora Borealis and noting the electrical disturbances it causes. The navigators will keep a careful eye on the drift of the ice, and, since I classify myself as a sailor and a cook, I'll sail when there is an opportunity to sail—and I'll probably cook the rest of the time."
>
> Everything seems to point to the fact that there is treasure aplenty in the Arctic if Amundsen, or any explorer, for that matter, can lay hands on it. Peary found meteorites on Melville Island in 1894, some of which were said to have furnished great diamonds for the treasure chest of the ex-Czar Nicholas of Russia.
>
> "Snow melted when it fell on these stones," Peary said. "When hit with a hammer, they rang like a bell and gave off a jet of sparks."
>
> Peary said he also climbed to the summit of a mountain of ice and saw on its other side a great rich plain, covered with vegetation, yellow poppies and dandelions, and filled with the hum of bees. The tired explorer fancied it was a mirage that was mocking his eyes, but determined that such was not the case. Musk oxen even were grazing by the streams.
>
> Stefansson, in his book, "The Friendly Arctic," says there is enough reindeer meat on the hoof in the far North to supply a large part of the world with food.
>
> A survivor of the U. S. S. *Rodger*, which was burned in the ice off the North Siberian Coast forty years ago, while hunting fruitlessly for the lost *Jeanette*, says the crew found gold and oil in quantity there and dug up the entire bodies of mastodons with ivory tusks so hard that they would turn a rifle bullet.
>
> Pedersen, once again getting back to the man who rescued Amundsen a year ago, says he has seen oil ooze from the ground and run down the hill in a mass enough to form a big lake at the bottom.
>
> "The McKenzie River is the Mississippi of the Arctic," he goes on. "Inland from Herschel Island up that river, oil is

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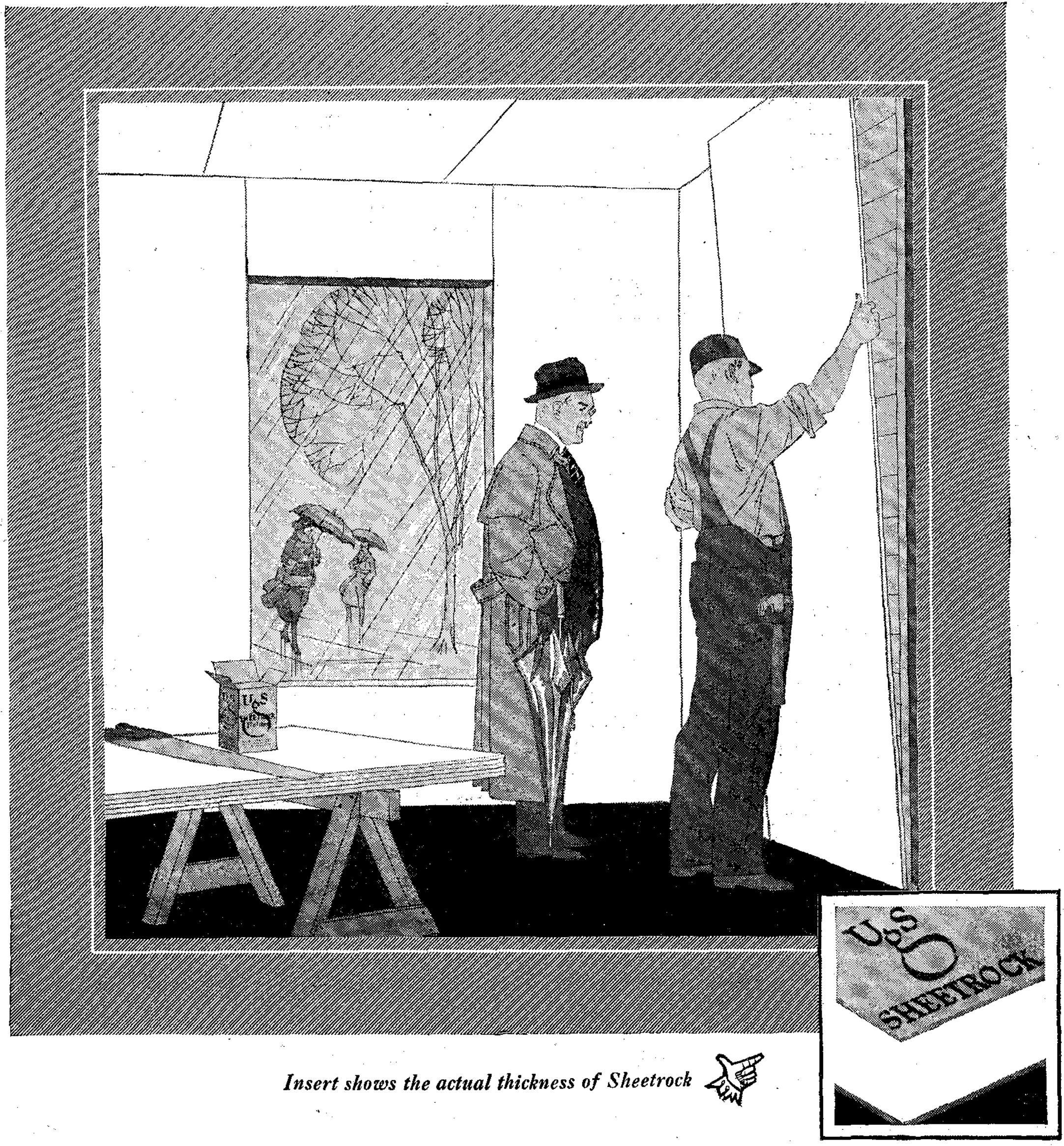

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found in a state so pure that the natives burn it in oil lamps without refining. Coal in that district is so easy to mine that even the lazy natives use it."

Then, beyond all this wealth of mineral deposits, there are fur-bearing animals in the Arctic regions, especially the far north zones, whose skins in numbers would mean a fortune to the trapper who could possess them. Blue foxes skim over the ice like delicately colored specters, and their pelts are worth hundreds of dollars each. The polar bear is there, the marten, the beaver, the lynx, the ermine and the skins of each would bring dollars and many of them in the fur market.

Amundsen, when he sails up the Pacific Ocean into the Bering Sea, will be close to a group of persons who spent the winter at Wrangell Island and who probably would give years of their respective lives to enter a race with him for the North Pole. They belong to the party sent to Wrangell by Vilhjalmur Stefansson, the English Arctic explorer, who says by sending them there he is claiming the island for the British. True, DeLong, an American whaling captain, discovered the island in 1869 and several American naval ships landed men there in 1881, but Stefansson says the Americans lost claim to the land by letting a five-year period go by without having any one there, so his present party is claiming it for the British.

But what a wonderful contest it would make if Stefansson and Amundsen should race! The two explorers are as unlike in personal characteristics and methods of exploration as the North Pole and the South are apart. Stefansson's favorite method of Arctic exploration is to leave his ship and hit it off through the country with rifle, skiis, and a dog train. Amundsen is a sailor.

If Stefansson should decide to make a rival dash to the Pole, whom would you pick as the winner? Stefansson spent five years in the northern wastes, 1913 to 1918, and knows them like a book. Still, he has discovered no pole. Amundsen is a "south water" man primarily; he discovered the South Pole. He probably has not had the extensive experience in the far North that Stefansson has had, but, once again, he discovered the South Pole.

Whom would you pick?

FIFTY YEARS OF ARBOR DAY

"THE TREELESS STATE," as Nebraska was called fifty years ago, set the very first recorded tree-planting day, when the State Board of Agriculture adopted a resolution by J. Sterling Morton designating the 10th of April for that purpose. In that year of 1872 more than a million trees were planted, and in 1885 the State legislature changed the date to April 22, in honor of Mr. Morton's birthday, and declared the day a legal holiday. Now 700,000 acres have been planted in Nebraska, and as long ago as 1895 the legislature of that State proudly proclaimed to the world by resolution that Nebraska shall henceforth be known as "The Tree Planter's State." Following the lead of Nebraska, we read in the *Classmate* (Cincinnati):

> Tennessee and Kansas set Arbor Day in 1875. Then there was a lapse until 1882, when Ohio and North Dakota decided to have tree-planting days. In Ohio the date selected was the same as that of the convention in Cincinnati, which resulted in the forming of what is now the American Forestry Association. Warren Higley, of the Ohio Forestry Commission, suggested to the superintendent of schools that the school children have a part in the celebration. This resulted in a parade of 20,000 school children through the streets to Eden Park, where trees were planted in honor of famous men.
>
> Many things have been charged to the war. One thing to its credit is an impetus in tree-planting such as the world has never seen. The day after the armistice was signed the American Forestry Association began its campaign for memorial tree-planting. The tree is the memorial offering of the individual. He can plant a tree without waiting for a planning commission or the act of a city council. The trees are being planted both in memory of the man who gave his life and in honor of the man who offered his life when his country called. In addition, we have Memorial Parks and Roads of Remembrance. Motor associations have taken up the plan of tree-lined roads.
>
> This memorial tree-planting has taken on many phases. Pasadena calls her memorial trees her Hall of Fame. At Charlotte, Michigan, an unused piece of land was turned into a memorial park. A great boulder in the center holds the name of the county dead. Around that boulder is a circle of trees. The Force school in Washington, D. C., placed a Lombardy poplar for Quentin Roosevelt, the only former pupil of the school to give his life to his country.
>
> A church plants a memorial row along the walk leading to the entrance; a graduating class plants a memorial row, one for each member, somewhere on the college campus. Twenty years later the class will hold a reunion there. A city plants a memorial drive connecting two parks, as is the case in Minneapolis. A rotary club plants fifteen miles of a highway leading into the city as at Tampa, Florida.
>
> Tree-planting has long been the practise of foreign visitors when in another country. The Prince of Wales placed many when he visited here. Pershing placed memorial trees in France, as did Foch when in the United States. These trees are all being recorded by the American Forestry Association in its Hall of Fame for trees with a history. This idea has brought hundreds of nominations of trees marking historic spots throughout the country. There is no activity to which tree-planting does not lend itself. In no other way can a community be brought more closely together than by community tree-planting. The tree with its ever-renewing life has been adopted as the Nation's memorial.
>
> An example of the way colleges have taken up memorial tree-planting is shown at the University of Washington, in Seattle. Due to climatic conditions, the university will have a wonderful arboretum in the years to come. Fifty-eight living trees were planted on the university campus last Armistice Day, to commemorate the fifty-eight former students of the university who died during the Great War.
>
> Tree-planting is not a thing of this year or of the next. Indeed, it will be well to plant memorial trees every year. The people are just awakening to the possibilities of tree-planting. The trees are monuments with a meaning, for they live gloriously just as did those for whom they are planted. The glory is the thing to tell to the world. Our sorrow is a private, personal affair and needs no telling in bronze or stone. Instead, let us plant trees to tell of their joy in giving, for that is the way they who went forth to the great adventure would have it. Plant the tree with an appropriate ceremony. The American Forestry Association will send you a tree-day program and suggestions on what to plant. The character of the ceremony depends upon the character of the planting. We will soon become a tree-planting nation, and well, indeed, will it be, for as Joyce Kilmer, who "ran forward singing" to the great adventure, wrote:
>
> "Poems are made by fools like me,
> But only God can make a tree."

The American Forestry Association makes the following suggestions for tree-planting, for the various parts of the country:

> For New England States, New York, Pennsylvania, New Jersey, Ohio, West Virginia, Kentucky, Indiana, Michigan, Illinois, Missouri, and Iowa:
>
> *Deciduous Trees*—Sugar maple, Norway maple, scarlet maple, green ash, white ash, American white elm, red oak, white oak, pin oak, American linden, scarlet oak.
>
> *Evergreen Trees*—White spruce, Colorado blue spruce, white pine, Scotch pine, balsam pine, hemlock, arbor vitæ.
>
> For Delaware, Maryland, District of Columbia, Virginia, North Carolina, South Carolina, Georgia, Tennessee, Florida, Alabama, Mississippi, Louisiana, Arkansas, Oklahoma, and Texas:
>
> Tulip, sycamore, pin oak, scarlet oak, white oak, black oak, red oak, white ash, bald cypress, Norway maple, scarlet maple, red elm, American white elm, Kentucky coffee tree, American linden, red gum, black gum, hackberry, willow oak, white pine, longleaf pine, magnolia, live oak, cedar of Lebanon, American holly.
>
> For Wisconsin, Minnesota, North Dakota, South Dakota, Nebraska, Kansas, Colorado, Wyoming, Montana, and Idaho:
>
> Bur oak, linden, Norway maple, green ash, wild cherry, larch, American elm, black walnut, hackberry, honey locust, black locust. *Less desirable*—Cottonwood, box elder, Scotch pine, Austrian pine, white pine, Norway spruce, Colorado blue spruce, white spruce, red cedar, arbor vitæ.
>
> For New Mexico, Arizona, Utah, and Nevada:
>
> Hackberry, honey locust, green ash, American elm, black locust, bur oak, valley cottonwood, mountain cottonwood, mountain ash, box elder, arbor vitæ, deodar cedar, box, euonymus.
>
> For California, Oregon, and Washington:
>
> *Deciduous Trees*—Coast Region: Large leafed maple, European linden, sycamore, weeping willow.
>
> For Columbian Basin: Norway maple, European linden, sycamore, green ash, silver poplar, Russian poplar, white willow.
>
> *Evergreens*—Deodar cedar, Monterey pine, Monterey cypress, Lawson cypress, big tree.
>
> The American Forestry Association will send any one a tree-day program upon request to 1214 Sixteenth Street, N. W., Washington, D. C.

For the Man Who "Treats 'Em Rough"

Few car owners admit that they abuse their batteries. You for instance. You honestly think you take good care of your battery—*but the chances are against you!* For service station records prove beyond question that most drivers are neglectful. They are not systematic in utilizing the service provided for them.

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First: regardless of the make of your battery, form the habit of driving *every other week* into the Willard Battery Station and having your battery tested. *Second:* when the time comes for a new battery, be satisfied with nothing less than a Willard Threaded Rubber Battery.

It is powerful, tough and wear resisting—just the battery for those who occasionally "treat 'em rough". And it rewards *good* care by lasting longer and costing less in the end than any common battery.

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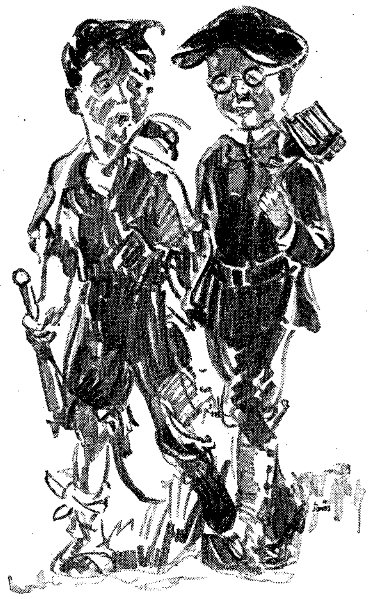
They Looked Alike This Morning!

Buddy and Barney started out together, both with their faces washed, their ties on straight and their clothes all clean and new. Just look at 'em now!

One took care of his clothes and had a pretty good time. The other—well, you can see for yourself what happened to *him!*

We grown-ups are like that with our motor cars. Some of us just will "treat 'em rough" no matter what it costs us later.



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Elcar
Elgin

F W D
Fargo
Fergus
Ferris
Franklin
Fulton

G. & J.
G M C
Gardner
Garford
Gary
Giant
Glide
Goodman
Great Western

H C S
Hahn
Halladay
Hatfield
Hawkeye
Haynes
Henney
Highway
Holmes
Holt
Huffman
Hupmobile
Hurlburt
Huron

Independent
Indiana

Jordan

Kissel
Koehler

Lancia
Landa
Lease
Lewis-Hall
Lexington

M H C
Maibohm
Marmon
Master
McFarlan
Menges
Menominee
Mercedes
Merit
Meteor Piqua
Metz
Miller
Mitchell
Mor-Powr
Mueller
Mulford

Napoleon
Nash
Nash Six
Nelson
Nelson & LeMoon
Noma
Norwalk

Ogren
Old Hickory
Oldsmobile
Oneida
Oshkosh

Paige
Panhard
Parker
Parret
Paterson
Peerless
Peugeot
Phianna
Piedmont
Prado
Premier

R & V Knight
Rainier
Raleigh
Renault
Reo
Re Vere
Richelieu
Riddle
Robinson
Rock Falls
Romer
Rowe

St. Cloud
Sandow
Sayers
Schorr
Seagrave
Shaw
Shelby
Signal
Southern
Standard
Standard 8
Stanley
Stanwood
Stewart
Y F Stewart
Stoughton
Studebaker
Stutz

Tarkington
Thomart
Tiffin
Titan
Towmotor
Traffic
Transport
Traylor
Twin City

Ultimate
United Motor
Ursus

Velie
Vim
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Waltham
Ward LaFrance
Ware
Werner
Westcott
White
Wills Sainte Claire
Wilson
Winther
Winton
Wolverine

Willard THREADED RUBBER BATTERY

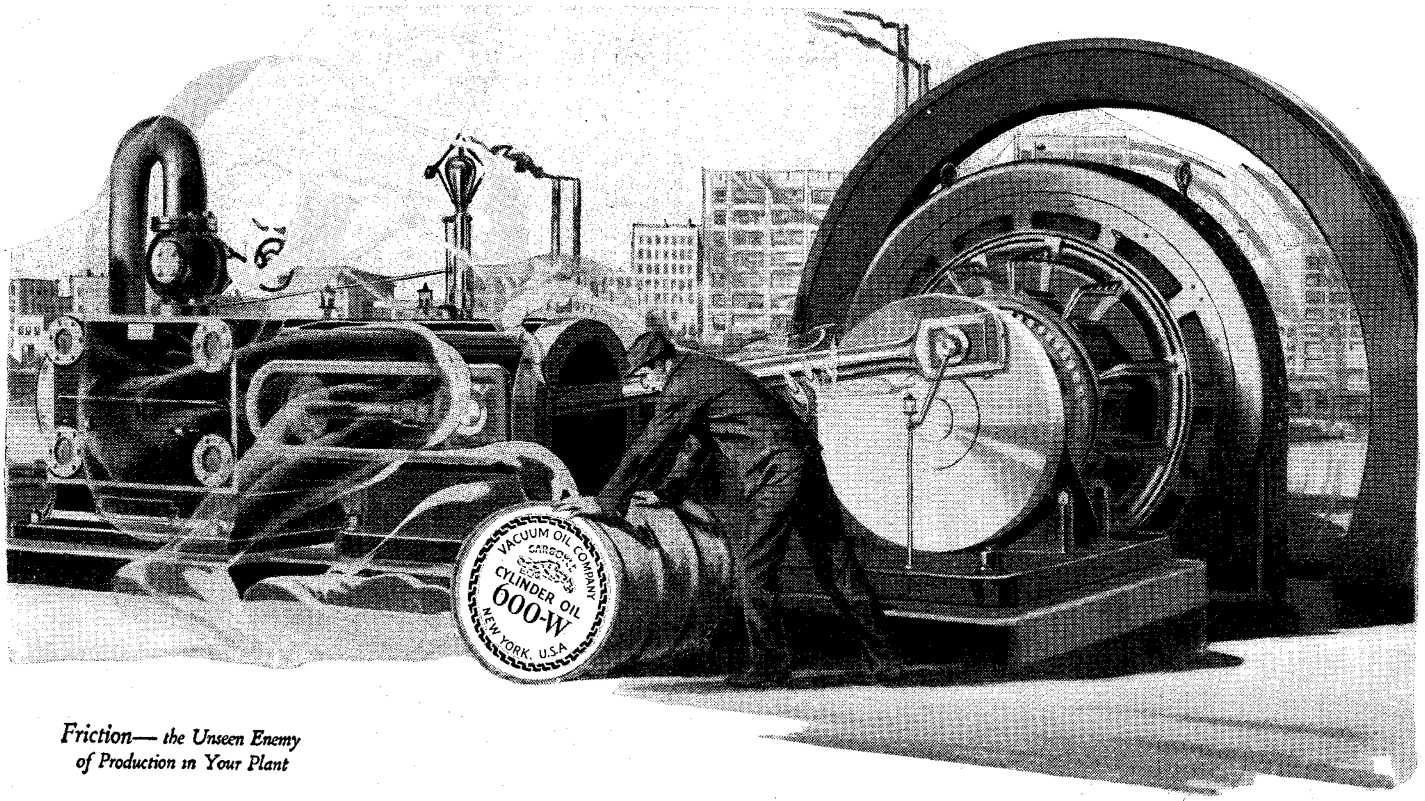
CONFESSIONS OF A BUCKET-SHOPPER

THE BUSINESS OF FLEECING CUSTOMERS in bucket-shops throughout the land continues to thrive because there are so many people who are so anxious to be fleeced. It doesn't seem to matter how many victims the bucketeers have already separated from their money—there is always a crowd of new believers ready to take their turn. A cleverly conducted bucket-shop, we are assured, can well afford to pay $500 to secure a $1,000 account, and the man who presents the assurance worked in one where it was a part of the business to make each thousand-dollar account worth $500 to the firm. The power of deceptively business-like appearances and general hocus-pocus is nowhere better illustrated, he assures us, than in those brokerage offices where people go to make their fortunes and, as a general rule, are lucky to get out with carfare home. "In the following paragraphs," writes the confessing ex-bucketeer, George Hazlitt, in *The Magazine of Wall Street* (New York)—

> I have endeavored, as near as possible, to give an accurate and concise account of my experiences while employed in a bucket-shop, describing their methods of getting business and the subsequent fleecing of all who come in contact with them, with the sole idea in mind of warning those unfortunates who already are feeling the effects of these parasites and those who may be approached by them at any time. During the early part of 1920, through financial losses, I was obliged to seek employment, and having had some previous financial experience, I applied to several brokers without success, and was on the point of giving up for the day when I chanced to meet an acquaintance whom I had not seen for several years.
>
> He told me of what he termed a wonderful opportunity with a house which was a member of one of the minor exchanges, the members of which he knew well. Of course, I was deeply grateful, and after going to his office, while he called up the aforementioned firm, was told I should go immediately to their up-town branch, and have an interview with their Mr. ——, the manager. Upon my arrival I was told he was very busy and would have to wait, but would I step into the Board Room and make myself at home?
>
> I was immediately struck by the elaborate fixtures, the striking business-like atmosphere and the number of customers. After waiting possibly an hour, I was ushered into the manager's private office. He seemed to be a most genial sort of man, and, after asking a few perfunctory questions, told me I could start as a salesman the following Monday, at $25 per week, and $2 per 100 shares traded as commission. Of course, I was overjoyed and went home thinking how lucky I was in securing a position so easily.
>
> The following Monday I reported for work and was immediately assigned to a desk and telephone in a large room, with possibly fifteen others, and given a list of about 100 names of people whom I was told at various times had either purchased stock or were interested in the market. These I was to call on the telephone, using the following stock conversation:
>
> "Mr.——, this is Mr. —— of —— & Co. I understand that you are interested in the market from time to time and, therefore, am taking the liberty of calling you on the telephone on the supposition that possibly we could be of some service to you." Invariably I received a negative answer and toward the end of the week I began to get discouraged, and could not understand, after listening to some of the other men's efforts, how the firm could continue to pay so many men and get such small results.
>
> However, about a week later I chanced to get in conversation with a man and learned that he was interested in a highly speculative stock, then selling around 114; thinking I was a man of long market experience, he asked my personal opinion. Of course, I really was in no position to judge the merits of the particular stock he mentioned, but seeing an opportunity to get an account I rattled off a lot of figures, the meanings of which I knew absolutely nothing about and the prospective customer even less. Nevertheless he was profoundly imprest and immediately gave me an order to buy 20 shares at the market. The order was executed at 114¾, and that night I was very much surprized to see in the paper the high for the day was only 114. Upon inquiring the next day I was informed that on an odd lot you were obliged to trade ¾ away from the next sale. Upon subsequent investigation I learned that the stock could always be bought ¼ away.

By the end of the week the "sucker" had put up $500 more, and the following Monday received another margin call for $200 additional, at 10:30 A. M. As the salesman confesses:

> I was unable to reach him at once, and at eleven, I received notice that he had been closed out at 97, altho he had been told on previous calls he had till 2:15 to meet his marginal requirements.
>
> Naturally he was in the next day, and after a stormy interview he was reinstated at 97, altho the stock was then selling at 100. He immediately sold out at 99¾ and demanded a check. After further arguing he was assured he would receive his balance the following day, but as things turned out it was over a week before anything was received and then only half the amount due, the remainder being paid some time later under protest.
>
> Naturally, these things began to make me suspicious and after thinking the matter over I went to the manager and told him just what I thought. However, he convinced me in the same suave manner he did customers that I was mistaken, telling me these things occurred every day in the brokerage business and that when I got a really good account I would realize the question of executions and margins never arose.
>
> As weeks went on I got several more accounts and then one day I was asked to call on a prospective customer, a man about fifty, who had had an account for some years with a stock exchange house. He was very much interested in my plan of operations, namely, to call him on the telephone, if necessary, a dozen times a day, keeping him in touch with the trend of the market and advising what to buy or sell. At the end of my interview he gave me a check for $7,000. When I reached the office the manager called me in and informed me my salary would be increased $5 per week, and my commission from $2 per 100 to $3.50. He also gave me $100 which he said was a small bonus in appreciation of my efforts.
>
> The account was immediately taken out of my hands and by the end of two weeks the customer had exactly $650 left of his $7,000. Shortly after, a special inducement of $50 for every $1,000 brought into the house was offered, and as I was doing particularly well at this time, some weeks making as high as $200, I was loth to give up, altho I had become fully acquainted with all the tricks of the trade, so to speak.
>
> Not long after I was called into the office of the head of the firm, and introduced to Mr. ——, who was to become the general manager of the firm, a man who had been formerly traveling salesman for a commercial house, and who knew absolutely nothing about the brokerage business. I was told point-blank that I must cease my activities in behalf of my customers' complaints. I must understand absolutely the house came first, last and always, that if a customer wished to follow my advice in trading, always advise the most speculative issues, if not, a low-priced stock, because in the former the customer invariably lost and in the latter the house took very little risk; always try to discourage the asking for profit checks, and if this was impossible, offer any excuse for delay.
>
> In addition to the Telephone Department I have spoken of, there was a large force of outside salesmen, much older than myself, who had long experience in the rottenest of all swindles, namely, the promotion of fake oil and mining stocks. These men were selected with the greatest care. Only those appearing to possess the qualities of a gentleman were accepted. They were plentifully supplied with money and required to dress immaculately. Indeed, their appearance and general personality would command the instant respect of almost anybody. I have known of cases where it has cost the house $500 for one of these men to make a trip to some distant city, purely on a chance of getting an account of $1,000 or $2,000. In conjunction with these men, an expensive advertising campaign was carried on in out-of-town cities, and all inquiries, no matter how remote, were followed up by these financial vultures.
>
> In cases where customers sat in the Board Room and demanded to see their sales on the tape, the orders were executed, but immediately sold out. In some cases the house lost an ⅛ or ¼ and in others gained that much more.
>
> Customers were always urged to over-trade, consequently, on any slight reaction, they were called for margin, always in excess of the required amount. This was explained to the customer as an assurance of the firm's soundness, wishing at all times to keep their accounts secure. As this method was quite in contrast to other bucket-shops, namely, carrying stocks on 5 and 8 point margins, even less, it helped to allay suspicion.
>
> Toward the end of the year a special meeting of all the salesmen was called, and a plan outlined for the last three weeks, when most people would be tempted to withdraw profits if they were fortunate enough to have any, namely, a cash prize of $500 to the salesman having the least amount of money withdrawn from his accounts between December 1 and January 15. The result was that customers were persuaded by every kind of a promise and guaranty that if they would take one more chance and follow the salesmen's instructions they would be sure to make a clean-up just at the time when every one needed a little extra cash. They were advised to buy the wildest kind of stocks. Some were



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wiped out in a few days. Others carried the stocks for months before they could even break even. In addition to this the firm gave lavish cash presents to all employees, not based on length of service or loyalty but on the amount of money brought in during the year or period the man had been employed.

These things capped the climax as far as I was concerned, and I immediately resigned, knowing full well the ultimate result if I remained, either a jail sentence or a stigma on my name which never could be erased. As things turned out I was just in time as some ugly rumors had reached me in the past few weeks, and I understand it is but a short time before this concern will no longer be in existence.

I could enumerate many other instances but believe that these that I have will suffice, and sincerely trust that all those who are approached in the manner I have stated or who are the least bit doubtful as to the character of the firm they are doing business with will investigate to the fullest extent before placing their funds in jeopardy.

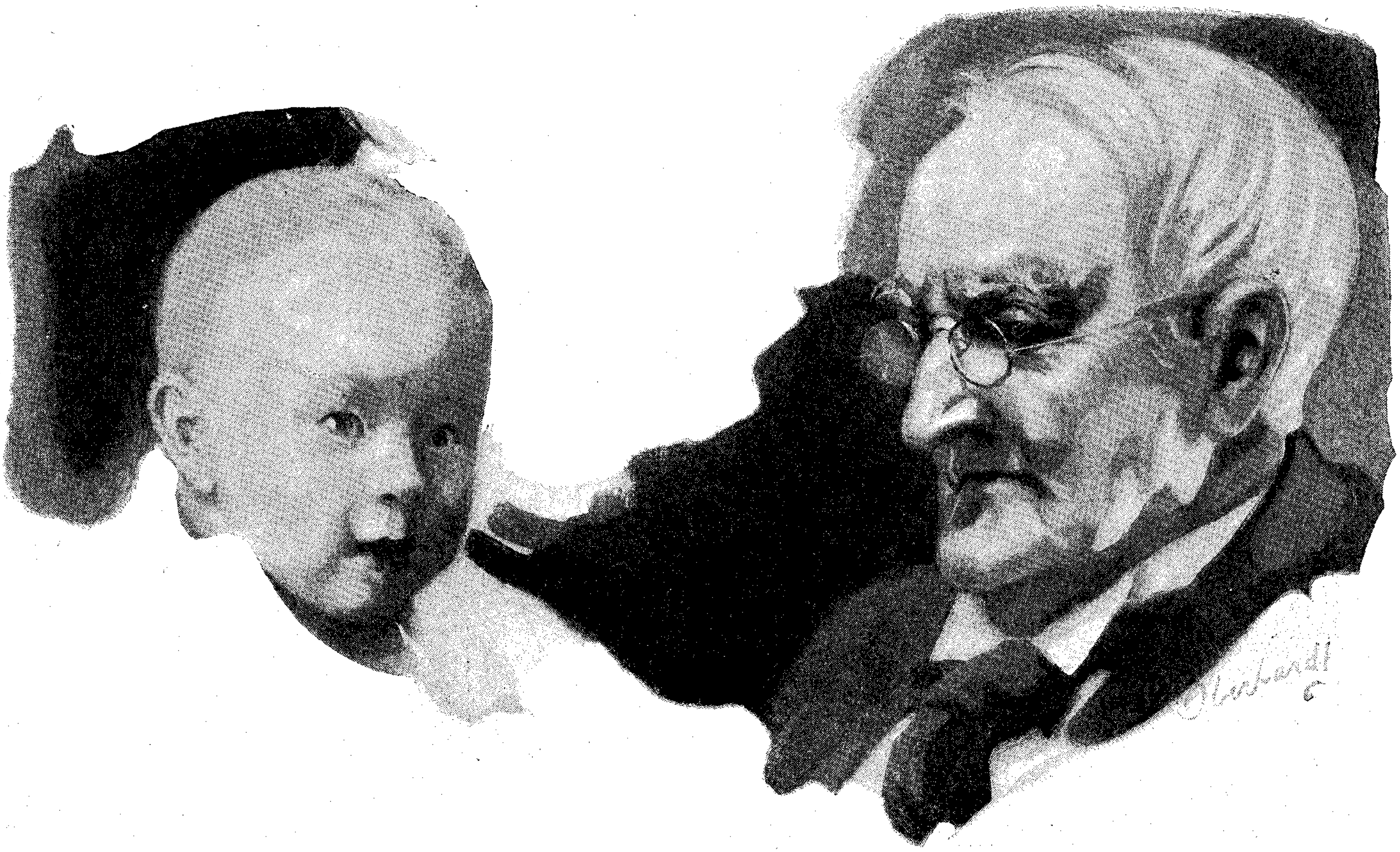
WHERE BANDITS HAVE A HAPPY HUNTING-GROUND

PATAGONIA, ASIDE FROM HAVING A NAME almost as interesting as Dickens's famous character's beloved Mesopotamia, is coming into newspaper prominence as the habitat of a certain prehistoric monster long thought to be extinct. It is also, we are authoritatively assured, entitled to prominence as the earthly paradise of banditry and of bandits. The prehistoric monster, said to resemble a plesiosaurus, may or may not be discovered, but there is said to be absolutely no doubt as to the existence of the bandits. It is a queer and lively country, attractive, to certain spirits at least, because it has not yet become tame and law-abiding as have most of the other corners of the earth. In fact, writes Marion Storm in the New York Evening *Post*, for some time now there have been plenty of hints to indicate that "the next goal of the exotic urge will be not the Poles, the isles of the Southern Ocean, or Tibet, but that land of startling stories and unstable settlers, Patagonia." According to report, there have always been giants in Terra del Fuego. Many of its forbidding islands are still unexplored. Moreover, continues Miss Storm:

> All Patagonia persists in remaining picaresque. Argentina has striven to civilize that unbounded region with tentative railroads, governors, and mounted police, but not much has come of the enterprise yet. More adventurous capital and fewer bandits will be necessary. The prospect is that for a long time anybody will be able to relate tales of pleisosauri in the lakes of Patagonia. Anything might come out of Patagonia.
>
> Some say that the bandit swarms, in encountering whom the Argentine troops turn back, outnumbered, are the unhappy fruit of a too generous immigration policy. Next to Ellis Island, the Buenos Aires Immigration Station is the most prolific provider of population in the world. It is handsomely and elaborately equipped and liberally managed. Argentina wanted lots of immigrants to make her fruitful wildernesses blossom. She certainly got them, but they have proved, in Patagonia, to be far worse than the Indians and wild animals that they are exterminating. There, more than on the China coast or in the Australian bush, is now the Port of Missing Men. Gentlemen much in request at New York and London Police Headquarters have decided to reside permanently in the south, and the authorities at the Red House are aware of no satisfactory way of getting them out.
>
> One trouble with the pioneer principle that the fittest will survive is that, as in Patagonia, a two-gun man may be altogether too fit for the country's peace. Where gentle and hopeful settlers have despaired, the bandit has made himself secure and comfortable. This vast southern Sherwood Forest, however, lacks chivalry. The recent warning of a Canadian writer comes to mind: "In opening our doors wide we are only too often providing an inlet for persons who have been 'impossibilities' in the Old World and are likely to prove even more 'impossible' here." Patagonia is full of plesiosaurian impossibilities. But unfortunately many of them have been contributed from our resourceful half of the New World.
>
> The Argentine capital has repeatedly sent out small bodies of troops to take a crack at some of the bandits, and a modest garrison is maintained in the south. But there can be little more than guerrilla warfare against an agile enemy whom the dismounted cavalry and marines newly landed find it hard to locate and impossible to bring to open action. The "robber horde," on the other hand, are well posted as to troop movements, and so intimately in touch with thoughts thought in Buenos Aires that they are suspected of employing most unscrupulous wire tappers. The soldiers are not very keen over service in Santa Cruz, the southernmost and uneasiest Argentine province.
>
> Not long ago telegrams from Puerto Deseado told that banditti in bands numbering altogether 500 men, well armed, well mounted, and bountifully supplied, were "sacking and burning" in that department. "As they pass through the country they gather up all the horses at the *estancias*, sack the stores, destroy the shearing sheds, and laborers' quarters, and burn the houses. Up to the present, twenty-two departments have been sacked and burned, and many prisoners have been taken. The families are fleeing to the coast, panic-stricken before the hordes of bandits, and the police at the stations along the line of the Puerto Deseado Railway in the interior have withdrawn because they are too few to be of any use."
>
> It is very hard to get a straight story from Patagonia, because foreign companies with great interests in the interior to protect are anxious to make the accounts as alarming as possible, while the Government censors the news from the south in the interests of public calm. The tales in the British newspapers published in Buenos Aires are wild indeed: "News of the sacking of Pico Truncado station has been received. Motor trucks and motor cars were taken and wires cut. Gangs were on the way to assault Las Heras, Calet, Olivia, and Caramillo when the wire was sent." The cry grows louder: "A later telegram from Colonia Sarmiento, Chubut, says that the town of Las Heras (of about 650) has been sacked and burned. As the banditti are evidently surging northward in great numbers, Chubut will soon be devastated as well as Santa Cruz unless the Government shows more energy and appreciation of the situation." Later: "The manager of the bank at Pico Truncado has been taken prisoner."

So skilful were the marauders that at Comodoro Rivadavia they repaired a locomotive of which the railroad had despaired and puffed merrily away with their loot. Reports followed that:

> The population at Rivadavia has become greatly alarmed, as the bandits are not many leagues away. They have taken prisoner a great number of local residents, including an Italian and a Spanish Vice-Consul.
>
> The tension tightens: "Several large gangs of bandits are known to be on the way to La Oriental establishment. This big *estancia*, with its numerous buildings, is believed to be guarded by fifty well-armed men, and a fight is looked for if a serious attempt is made to sack the place. The *estancia* of Don Donato Baino, near Las Heras, has been sacked and burned."
>
> As long ago as November the Argentine Government officially brought it to President Irigoyen's attention that American residents in Santa Cruz were sharing the general insecurity. On November 26 representatives of Great Britain and the United States called upon the Minister of Foreign Affairs in order to point out to him the necessity of attending to complaints received from countrymen of theirs dwelling in Santa Cruz. However, comments the *Standard* of Buenos Aires, "nobody, not even the Government, knows what may be passing in Santa Cruz."
>
> An Associated Press dispatch from Santiago de Chile stated in January that frontier garrisons of Chilean forces in Magellan Territory had been strengthened as a result of reports that 300 bandits from Argentina, armed with machine-guns, were traveling in sixty automobiles toward the border.
>
> The Magellan *Times* of Sandy Point, Chile, gave in November a list of prisoners taken by bandits in Santa Cruz, which included several foreign managers of estates bearing such names as Bird, MacKenzie, McLean, and Jones. The same paper declared that the Armour establishment at Puerto Beagle had been captured. The Chilean carabiniers seem to be the only force which has succeeded in repulsing the bandits, and some of the Santa Cruz natives are said to consider the robbers as the only organized and effective forces in the territory.
>
> "The unpleasant fact has to be faced that the scum of the southern territories is advancing north with a rapidity and force which have caused a panic regarding Comodoro Rivadavia, an important oil-producing center, and that their next proceeding would be to set fire to the wells and tanks," says the *Standard*.
>
> The Tenth Argentine Cavalry was sent to Santa Cruz some months ago, but being without horses or money could do little more than look on. The brigands are in the custom of thrusting prisoners into the front ranks, thus embarrassing operations of the troops.
>
> A year ago there were about 150 "regular bandits" in Patagonia. The number has at least quadrupled in that time.
>
> "We understand, of course." says the River Plate *Observer*, "that in the vast and sparsely settled territories there can be no permanent guaranty for anybody that a few bad men will not



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Babies don't need Pebeco, for they have no teeth. Neither do older persons whom "Acid-Mouth" has robbed of their teeth—it is then too late for Pebeco.

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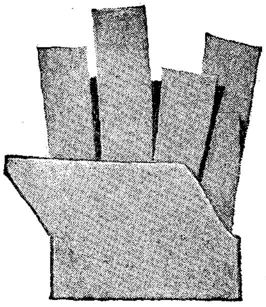

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Then moisten a blue Litmus Test Paper on your tongue. If it turns pink, that indicates an acid condition in the mouth. Brush your teeth with Pebeco and make another test. The paper will not change color, thus demonstrating how Pebeco helps to counteract "Acid-Mouth."

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PERSONAL GLIMPSES
Continued

start bushranging. The country lends itself to the purposes of outlaws, or to the occasional depredations of violent characters who get out in the wilds and find victims among the lonely settlers.

But the wholesale terrorism of which we have recently heard is not to be mistaken for such isolated instances of brigandage. It is something that has existed at least throughout this year on a scale that indicates an organized campaign in which scores and scores of regular bandits are participating. Toughs have found the southern territories happy hunting-grounds.

What the *Observer* would like to see in Patagonia would be a special force of hard riders and good shots, given carte blanche to bring in the outlaws alive or dead. None of this sounds very unfamiliar. On, mourners of the vanished Wild West, turn your attention to the Wild South!

WHAT IS THE BEST WAY TO USE ONE MILLION DOLLARS?

THERE is a man in New York who has a fortune of a million dollars which he wishes to spend "for the good of humanity." The situation has been a favorite one, of course, with fiction writers time out of mind, but this man really exists, and his efforts to find out where his money will do the most good have resulted in suggestions of amazing diversity. In order to get at a popular idea of how his money might best be spent, the anonymous millionaire asked the advice of Bruce Bliven, one of the editors of the New York *Globe*, and Mr. Bliven, in turn, put the question up to the paper's readers. In the neighborhood of a thousand letters were received and, after suggestions dealing with private charity to individuals and the promotion of socialism, communism, or single tax had been excluded, Mr. Bliven published "essential parts" of many of the remaining letters. "One of the most fascinating revelations of human nature," he calls them, "that I have ever seen." They are of every possible variety, "From a pencil scroll on a five-cent tablet to beautiful missives on engraved letter-heads." Foundations to solve the housing problem are advocated by a member of the writers. Establish huge dairy farms near cities to supply infants with fresh milk, suggests another. Scholarships for needy students, support for impecunious artists and scientists, and an endowed public press that would really print the truth, are among other suggestions. With the names of the writers omitted, a representative list of the letters as presented by *The Globe* runs as follows:

I would suggest that he start to build small homes of about six rooms for the worthy. These homes could be put up for a nominal sum in quantities and paid for by the month instead of paying rent. The rentals could be used to put up more houses. When the tenant had paid in rent equal to the cost of the house, the house would be his.

It has always been and it always will be the artists who keep alight the lamp of civilization. If you want to do good to humanity, you can do so through the artists. I would concentrate on architects, sculptors, painters, poets, authors, and musicians. Form an organization with prominent artists as advisers, to judge the first twenty applicants for loans of $10,000 each, to be repaid in fifteen years without interest. The money to be invested in 6 per cent. bonds and the interest only used. Second advisory board would consist of applicants already granted loans, etc.

An institution should be established (a) to investigate local troubles, such as strikes, wherever they may be, to secure the real facts and make them public, regardless of who is at fault. (b) To investigate national policies and propose legislation, to secure the real facts and make them public. (c) To investigate international relations in the same way. (d) To establish a systematic national employment registry. (e) To educate the public at large to a higher conception of cooperation and conservation of man-power. (f) To establish a bureau for the dissemination of the truth in which the public can have confidence.

My proposal involves an all around ethical education of our people, especially young men and women, through a big national club—non-partizan, non-sectarian, non-religious, with club rooms everywhere provided with books, papers, music, and amusements; a bureau for vocational advice and assistance; facilities for giving people or for helping them to get for themselves everything essential to their physical, intellectual, moral, spiritual, and social welfare.

Thousands of model homes are needed at rentals within the means of those gouged by profiteering landlords. Building them would not be charity, for at the most reasonable rentals the enterprise would pay for itself.

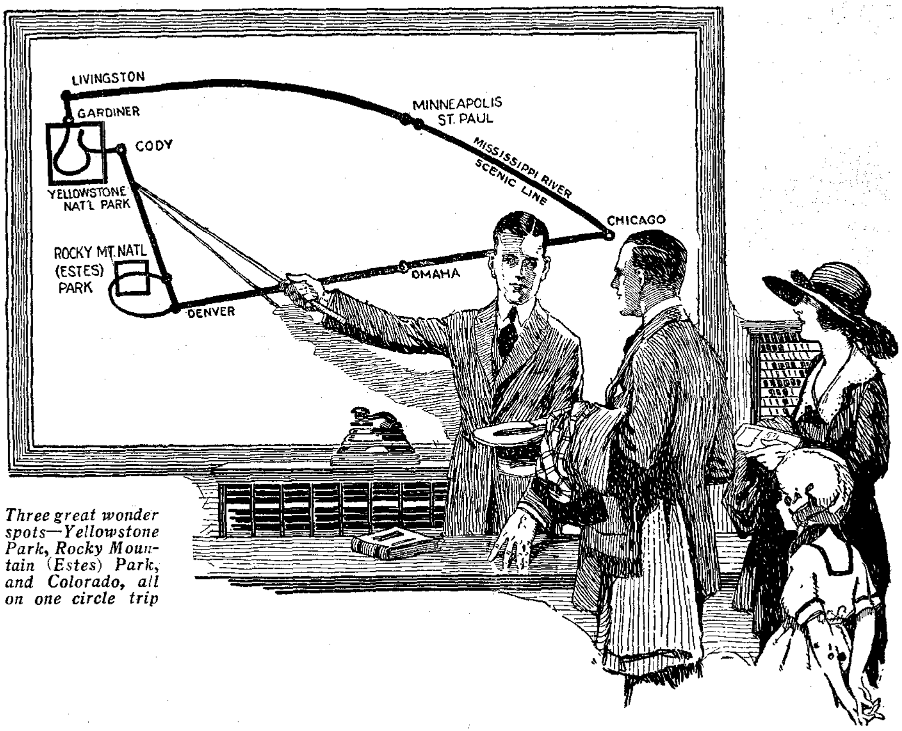
Many of the most eminent scientists in Europe are starving and many a valuable contribution to the world's advancement is lost because its originator is forced to spend his time in search of food, etc. Why not endow an international university somewhere in a little town in this country, bring these men over, and give them freedom from care to devote their time to teaching and writing and the advance of science?

Give scholarships to deserving boys and girls who show they are above the average, so that they can continue in the grammar an high schools. If they received only $5 weekly they would not have to leave school and go to work. It should be given only to those attending public schools, who are in real need and show ability in their studies.

I would place my million in a trust fund, the interest to be lent in moderate sums as long-term loans at lowest possible interest to people in modest circumstances for the following purposes: 1. Home buying. 2. Education or training of any sort. 3. Sickness or stress that threatens the home, life, or health of mother, baby, or father. 4. For inventions, patents, or small business beginnings.

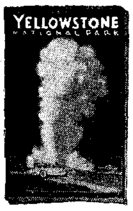
I think a religious revival carried on through all the newspapers and magazines

THE route to-
Yellowstone Park
-in Gardiner- OUT Cody



Three great wonder spots—Yellowstone Park, Rocky Mountain (Estes) Park, and Colorado, all on one circle trip

The greatest show on earth—and the big vacation value of 1922! Take the *complete* tour—in historic Gardiner Gateway—out over thrilling Cody Road. Then—enchanting Rocky Mountain (Estes) Park —a short side trip. Go to Denver and the Pike's Peak region direct or "over the mountains" through the Never Summer country to Grand Lake and return through Denver's Mountain Parks. All on one trip, on through trains, for the low price of a round trip ticket to Yellowstone alone!



Vacation costs are down

This year, your dollar goes much farther; you can now afford to see the fascinating West.

P. S. EUSTIS
Passenger Traffic Manager
C. B. & Q. R. R., Chicago

A. B. SMITH
Passenger Traffic Manager
Northern Pacific Railway, St. Paul, Minn.

FREE BOOK—YELLOWSTONE Park

Everything you want to know about Geyserland. Send for your copy today.

Burlington - Northern Pacific

Burlington Route
The National Park Line

Planned Vacations

NORTHERN PACIFIC
YELLOWSTONE PARK LINE

Too Late!

INSURANCE covered some of it—not all. And there were the countless things that money could not replace. It was a sad little family that viewed the ruins of what had been their home.

Particularly sad was the family's head. Vividly, he recalled a certain advertisement—"Are you living on a volcano?"—and the discussion of the town's water system.

Unfortunately, it had not interested him. He had dismissed it as the talk of alarmists. But it had been all too true! The water mains, laid some dozen years before, had *not* been cast iron. The sudden demand of a serious fire had been too much for them. They had given way. And he, like many others, was obliged to stand idly by and watch in helplessness the destruction of his home.

It was the price of apathy. Will you one day pay it also? Or will you investigate the water situation in your town *now?*

If your water mains are made of anything but cast iron and have been underground for many years, they are a menace—not only from fire but from disease.

For durability, for safety and for ultimate economy, use Cast Iron Pipe—do not be misled by the slightly lower first cost of dangerous substitutes.

THE CAST IRON PIPE PUBLICITY BUREAU, 165 E. ERIE ST., CHICAGO

CAST IRON PIPE

Is your home safe?

"Pipe and the Public Welfare"—an illustrated cloth-bound book—is full of interest. Sent postpaid for 25c.

PERSONAL GLIMPSES
Continued

throughout this country, with the teachings of Jesus Christ strongly emphasized, would do the greatest good. If men are converted and follow the teachings of Jesus Christ all would be well and poverty and oppression will disappear.

I would buy a big tract of wild forest land in the Berkshires or the Adirondacks and turn it over to be conducted as a demonstration forest by Cornell or Amherst, or some other college with a forestry course in its curriculum. The existence of such a forest would be an example that might and probably would be followed. It could enable a number of young men to earn their way through college by wholesome, developing work and incidentally would train numbers of them in what will soon be an indispensable branch of our national economy—forestry. The products could be the basis of other industries with similar purposes and in the form of lumber could encourage home-owning by providing building materials at reasonable cost.

An attempt could be made to overcome, if not to eliminate, so far as lies in the power of one man, the slums of this and other large cities. Model tenements could be constructed to rent at nominal sums, but enough to make the plan just self-supporting. All work on construction to be given whenever possible to the deserving unemployed.

I am an old widow of sixty who was deserted with five babies in my youth. My only support is a son who works long hours and then has a harrowing trip in an overcrowded train, hanging onto a strap. For years we have been unable to find any clean, health-giving rooms to live in, such as a workingman on small income can pay for.

Why not use the money building such homes, one or two-family, small, clean, and neat-appearing houses that we could either rent or buy, where nature lovers could have a little garden and real sunshine, where we could recover from the toil and grind of daily labor?

I would have some of that money used for educational purposes, but not for institutions. I know of many who have to struggle and fight for their education. A fund established for the help of needy students would do some good. Money should be loaned at a low rate of interest and with somewhat easy terms of payment to men deserving of help.

A philanthropist could perpetuate his faith, charity and name by having built and furnished one or more large homes for old people, without the stigma of charity attached. Homes where the aged could go without any red tape having to be unwound; where kind-hearted and sympathetic attendants were employed.

The man who has millions to lay out for the benefit of humanity might use some of them in buying idle agricultural land and planting idle men on it. Thirty thousand dollars might be sufficient for a trial with fifteen men. My idea is to "stake" the men with a chance to become owners of a home to be paid for eventually by getting the price out of the land. This idea was advanced through *The Globe* ten years ago.

Why waste valuable columns telling any millionaire how to spend his money? Do you think you can in the first place?

A millionaire and his money are not soon parted, but think, dear editor, of what valuable use you could make of that space in telling us poor devils who are trying to keep a roof over our heads, even if the water does leak through every room, how we can get jobs, we who seem to have so many talents, brains and intelligence.

Millionaires ought to be ashamed to own a million to-day. Just write one column for poor artists who just now are having a particularly hard time. Not the Greenwich Village variety. They choose that existence, love it, adore it, eat it up. No; I mean perfectly respectable family men who see their wives droop, get ill from an overshare of the burdens when the wolf howls too hard. What we need now is some spiritual uplift when we see it all going out and nothing coming in.

These people who are telling him how to spend his money, if they were in his place, wouldn't do the things they advise him to.

To maintain the average common man, woman and child in good health is a much-needed, constructive philanthropy. The enjoyment of good health is in every instance the best asset. With the laboring class it is usually the only asset; if they could be aided through periodic physical examinations in the enjoyment of health or the detection of disease in the earliest stages, a great public service, socially and economically, would be rendered.

A fund such as your friend possesses would be a godsend if applied to the needs of salaried and small business men who are now making their way, but need to be shown and assisted to a better way of living. The idea is to get such people away from large cities into the country and small towns, giving them a run for their money and incidentally making better citizens and neighbors. This fund would not be spent but invested, yielding a good return which could be turned over or withdrawn as desired.

Help establish the army of the practical arts so that all our artizans and scientists may be free to develop their skill and have the proper correlation so that we all may be working for constant advancement and make this a beautiful place to live in.

This is my idea: to let a poor widow woman with three children to keep and educate have the use of enough of that million until the children are able to earn for themselves. A foundation could be laid for such a purpose. As the boys or girls got to work and paid their sums back it would go on to help the next lot of boys or girls that would be left without their natural provider and helper, as mine are.

If I had a million or two and was anxious to aid humanity I would start several newspapers which would print nothing but facts. I would report everything a public official, politician or prominent citizen said in just the way he said it. I would print the Constitution of the United States in every copy. I would expose graft in fact not in theory. I would run a "situation wanted" ad free.

I think it would be a great benefit to humanity if said millionaire were to use his

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This Year Come Vacationing to

Seattle—Center of the Charmed Land

SEE THOSE BABIES—typical babies in Seattle, healthiest city in the world and in a class by itself in respect to the low rate of infant mortality. If it's good for the babies it's good for you. Learn the secret.

Breathe deeply of this wonderful mixture of mountain and sea air, never too hot nor too cold, always balmy, tonic and life-giving. Whip our trout streams, glide over our shimmering mountain lakes and our placid inland seas. Climb our glorious mountains. Motor over our forest and mountain and seaside roads. Golf, ski, swim, hike, camp, canoe, hunt and do any and all of the things you love—they're all here, if they're of the great out-of-doors.

It is the out-of-doors people we especially want, those who can revel in the wonders and delights of the greatest out-of-doors country on the continent; those who can appreciate the supreme masterpieces of Nature's handiwork in majestic and inspiring scenery and the sheer beauty of a lovely countryside—of big trees and ferns and wild woodsy things.

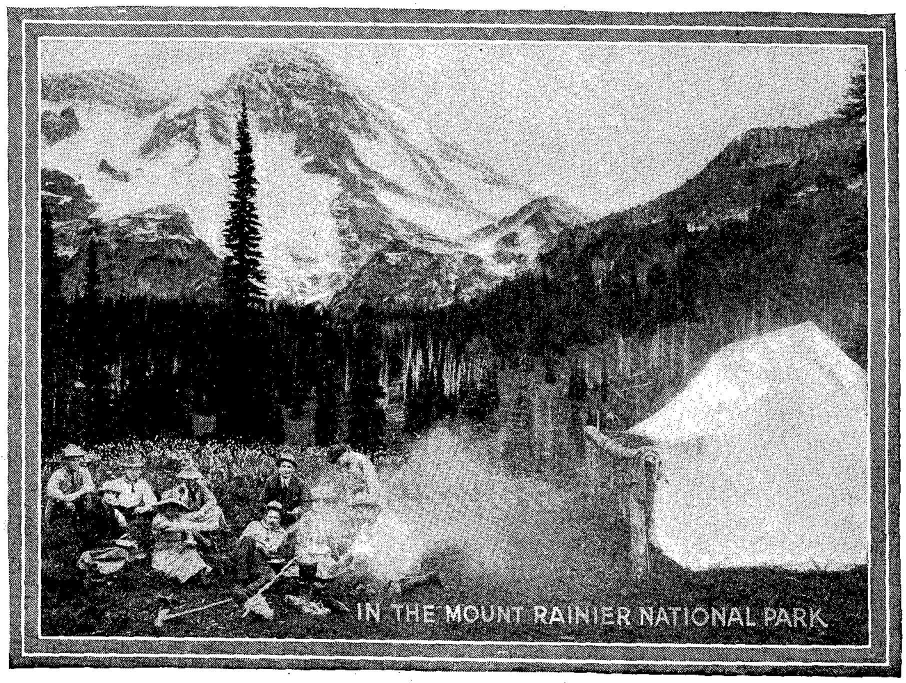
We want them to go back to their tasks renewed in body and soul, and our friends. We want them to learn why babies such as these are Seattle's babies. We want them to spread the tidings until all our over-wrought people will come to the Charmed Land for healing and regeneration.

Plan for a month, two months, or three months. It will be the time of your life. Mt. Rainier National Park will hold you for a month of delight if you can spare the time. Come by train or motor and direct to the Chamber of Commerce tourist bureau, 702 Third Avenue, Seattle, and they will make things easy for you. Low summer rates and fine motor roads.

Write today for booklet "The Charmed Land" and begin now making plans. SEATTLE CHAMBER OF COMMERCE, 901 Arctic Bldg., Seattle, Washington.

"The Wayfarer," stupendous musical biblical pageant, Seattle, July 24-29.

Maximum temperature, Seattle, 1921—80 degrees.
Average summer months' maximum for 20 years—71 degrees



Does that aroma of the pines still stir you?

In the vastness of the great out-of-doors, your canoe for a companion, your paddle your guide—and the smell of the pines! Man! That's living!

It is instinct that tells men to love the smell of the pines. Among the pines there is health.

The healthful essence of the pines—healing pine tar—in Packer's Tar Soap—will go a long way towards bringing health to your hair and skin. A healthy condition is the foundation of good looking hair.

Your first shampoo with Packer's will healthfully *cleanse* your scalp. A decided sensation of tingling refreshment will be apparent. The hair, too, will be softer and brighter. Its vitality will be higher. It will be noticeably improved in appearance.

Use either the well-known, standard cake, or use Packer's Liquid Tar Soap, which, delicately perfumed, has a different fragrance but the *same* dependable Packer habit of bringing health to hair and skin.

THE PACKER MFG. CO., INC., Dept. 84D,
120 W. 32d St, New York City

Canadian Wholesale Distributors: Lymans, Limited, Montreal:
The Lyman Bros. & Co., Ltd., Toronto

Sample Offer:

All druggists carry Packer's Tar Soap, but if you like, we will send you a sample of either the cake or the liquid on receipt of 10c. At the same time we will send you a copy of the Packer Manual "How to Care for the Hair and Scalp."

PACKER'S
TAR
SOAP

PERSONAL GLIMPSES
Continued

millions in buying up lands within commuting distance of large cities or towns, build settlements with simple homelike dwellings which a wage-earner could buy for just the cost of putting up the house, pay what he could down and monthly rental according to what his salary would stand until $500 had been paid. Then he could pay off the balance or leave it stand on mortgage at a small per cent.

Why not have your millionaire friend devote a million or two as a fund to purchase artificial limbs for those unfortunates obliged, like the writer, to wear them, but who find the cost of buying and maintaining them too onerous a burden?

There is one cause to which millions could be applied which would affect every being on earth. That cause is the elimination of involuntary poverty, so that it would become certain that no man or woman willing to work would be unable to find ample and paying work to do.

Would suggest for your millionaire friend that he build substantial apartments that could be rented at not over $40 for five rooms and bath, a percentage of the profits to go into more buildings and, if possible, a portion to be given to hospitals.

I would spend my several millions by making provision for the continuance of scientific education along the lines of pure research. This would be a permanent benefit which could be brought about by the establishment of a bureau, either sufficiently endowed or in connection with State or university work, to support a plan similar to that of the Mellon Institute at Pittsburgh, Pa.

Rent from one to ten beds in reliable hospitals for needy sick people and the unfortunate stranger who is sick, without friends to look to his welfare. Also let fund pay for nurses to care for patients.

Provide a fund for the use and benefit of mothers and fathers who have reared a family, sons and daughters married, parents not having sufficient funds to pay their way in the homes of sons and daughters-in-law where parents are obliged to live, and where, unfortunately, sons and daughters-in-law feel that the old folks are more of a hindrance than a help. Co-operate with these relatives and allow the old folks to maintain their own homes with the aid of funds from such a source.

My suggestion is to create an endowment providing for a certain number of students from the different countries of the world. These students should pursue a course in civilization, national and international problems, public service, etc., this course to be established at Washington or for the present at one of our existing universities.

I want to suggest that the millionaire who has several millions of dollars to help mankind, and is not interested in foundations, socialism, and the like, devote his great wealth and humanitarian energies to establish in this country the means for the distribution of the knowledge of birth control.

SENATE CHAMBER CLOSE-UPS

"SHOOT!" cries the movie-director, and the camera-man turns his crank, while living figures picture themselves on celluloid for all the world to see. But there are other cameras. The eye is one. Particularly a writer's eye. And when we take up Mr. Robert Littell's vivid description of figures in the United States Senate, we can almost hear a director's voice cry, "Shoot!" Mr. Littell has "shot" Senator Reed of Missouri. He has "shot" Wadsworth of New York and Lodge of Massachusetts, and a dozen or so besides. If it was not Mr. Littell who wrote "The Mirrors of Washington"—a movie, in its way—it might plausibly enough have been Mr. Littell, and the burden of proof rests with him, or so readers of his article in the *New Republic* are saying. They base their guess on such evidence, for example, of this "close-up" of Senator Reed:

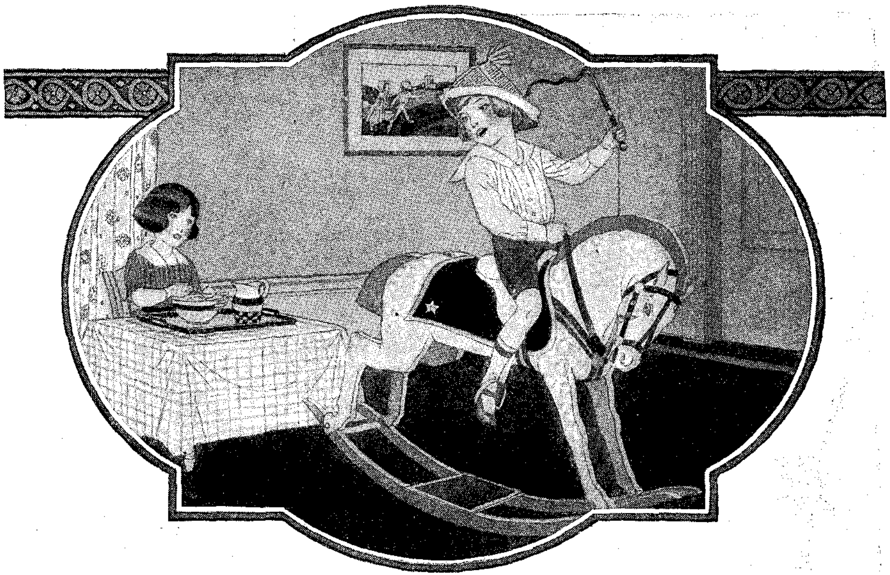
> A one-sided man, with a dark, bitter talent for improvised speech, which he uses only in destruction. He never throws or squirts his vitriol, but pours it out drop by drop into perfectly formed little pools of sarcasm and hatred. After each sentence he waits for the acid to corrode its path into evil, and moves slowly a few steps to the right or left of his desk. A plain figure, neither fat nor thin, in plain blue clothes, with short businesslike gray hair; features scornful, a little ascetic. His words have rhythm, design, but his voice none, breaking after periodic lulls into loud, dangerous tones; a clear-cut voice, of a few notes, except for times when, as he leans forward, it shrivels in an ecstasy of sarcasm.

Naturally, Mr. Littell speaks for himself alone. Whether this is portraiture or caricature or a mingling of the two, the reader is left to judge, and so again in the case of Mr. Littell's "shot" at Senator Wadsworth:

> A shapely, bald figure, very straight, young and vigorous, in a black cutaway; cold, incisive, with a voice of Eastern cultivation, in which a deep, intolerant anger moves just below the surface. Even when he is not angry this tone can be heard. I can see him respecting his anger, feeding it, taking it out on a leash for exercise, bringing it back into the Senate tugging to be heard, but still on leash.

Whatever the other kinds of criticism such a writer as Mr. Littell may bring to bear upon the Senate, the accusation of mediocrity is not one of them. Many Senators "once seen and heard, stand out from the mass." For instance:

> Willis of Ohio, voted by the stenographers the handsomest man in the Senate, modern, still athletic looking tho overweight, with a pitiless voice like the forcible mutilation of sheet-iron.
>
> McCumber of North Dakota, drawn and hook-faced like an Albino Indian, from whose confident chest come long noises of hearty dulness, marred by "s" sounds whispering through the big words.
>
> Brandegee: too high a whistle for so heavy a locomotive. Norris: a pleasant, ungainly figure, a little white and tired,



Can't you recall the famous old nursery jingle that goes—

Ride a cock-horse to Banbury-cross
To see what Tommy can buy;
A penny white loaf, a penny white cake,
And a two-penny apple-pie.

ARE there any folks left who don't know that the most delicious food you can get is right around at your own grocer's?

It's the old story of the Bluebird of Happiness. After searching all over the world for "something good" you may find it right in your own home.

Now, for instance, what is more delicious than Post Toasties—the superior corn flakes—with cream or good milk?

Get the joy of that crispness and flavor from a bowl of these wonderful golden-brown flakes of toasted corn for breakfast—and you find yourself wishing that it could happen once more, and fearing that it won't.

And there you are at lunch again—another bowl of that same delightful goodness. Or at bedtime; exactly the same delicious quality which first made you wonder whether Post Toasties *could* keep on being so *good*.

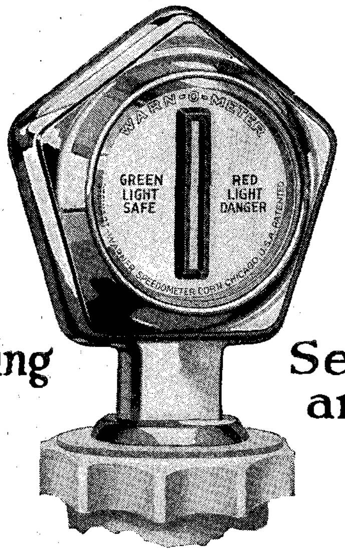
Keep Post Toasties in the house, for all the family. Let the children have all they want, whenever they're hungry. There are many helpings from a package of Post Toasties, and there's no trouble or waste or delay in serving.

Post Toasties are *different* corn flakes by their own name. To realize all that corn flakes *should* be, order Post Toasties from the grocer—and be sure you get the Yellow and Red package.

Post Toasties
—*improved corn flakes*

ALWAYS IN GOOD TASTE

Warn-O-Meter


WARN-O-METER
GREEN LIGHT SAFE
RED LIGHT DANGER
STEWART-WARNER SPEEDOMETER CORP'N CHICAGO U.S.A. PATENTED

The Warning Light

Seen Day and Night

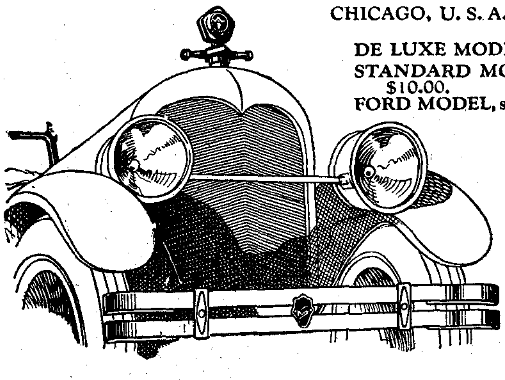
The Sign of An Experienced Driver

THE experienced driver is well acquainted with the disastrous effects of motor overheating, and appreciates the protection this beautiful, electrically operated instrument affords. You can't overlook it. Its brilliant electric signals are always perceptible. It is not necessary to turn a spotlight on it to read it after dark, as it is as easily seen at night as in the day.

The Warn-O-Meter registers motor temperature taken from the motor direct—not from the water in the radiator. It gives you *facts*.

The elegant finish and attractive design of this instrument make it a conspicuously beautiful accessory for your car. In the non-indicating side of the Warn-O-Meter, a special insignia may be substituted for the nameplate, illuminated by the lights within the instrument and attractively displayed day and night. Plates of special design are extra equipment, but may be secured at any Stewart Service Station.

STEWART-WARNER SPEEDOMETER COR'N
CHICAGO, U. S. A.



DE LUXE MODEL, all nickel finish, $12.50.
STANDARD MODEL, black and nickel finish, $10.00.
FORD MODEL, similar in finish to the Standard. Furnished with special radiator cap, $10.00.

When used with the Stewart Pentagon Cap, the Warn-O-Meter is doubly attractive. Riveted on to prevent theft. Top of cap lifts up on a hinge to permit filling the radiator. Price of cap, $6.00.

The Stewart De Luxe Model Autoguard shown here gives your car 100% bumper protection. Price, $22.00.

Stewart
PRODUCTS
USED ON 7 MILLION CARS

PERSONAL GLIMPSES
Continued

with a warm, honest, alert bass. Overman: maned and dignified, calm, old-fashioned, voice rumbling and broken with an involuntary buzz. Lodge: small, straight, dried, distinguished, speaking with joyless precision. Borah: an ominous figure, the small black cloud in the sky, which may at any moment overcast all heaven and pour down a dark hail of passionate, earnest, masterly eloquence.

Walsh of Massachusetts glances at one of the Hearst papers, and nothing is visible from behind the pages but a scant formless crop of hair and a bulky expanse of cheek and jaw. Tom Watson, whose hair is perfectly heaped in the lesser Senatorial manner, is examining his income-tax blank, which he holds with delicate, if unconscious poise. The Beavers are at work: Warren, Walsh of Montana, Jones of Washington, whose honest back may be seen at almost any time bending over his desk, bending so diligently, even through the roll-call on the Yap treaty, that he inadvertently votes against it. On the left a small group is chatting: Moses and Johnson, seated, and Cummins and Wadsworth. Moses is making a mock speech to them in a low voice. Wadsworth and Cummins are amused, while Johnson fills Moses's coat pocket with torn scraps of paper.

And here we have a picture of Senator Lenroot:

Mr. Lenroot has a great hammer of a voice, clanging mercilessly, bitterly, like a fatal trap, and it goes well with an impatient face, hard and cornery, as if forged, or carved hurriedly out of ironwood. He stands rooted behind his desk, and whips Mr. Bursum with proof that he does not know his own bill, that his arguments would not be surprizing if they came from a Democrat, that he has no conception of its consequences, that he did not know, and does not now care, if he creates a precedent whereby inevitably Civil War and Spanish War veterans must be retired at an additional cost of half a million.

While this metallic thunder comes from an angular and savage man, Mr. Bursum stoops a little; he sits, an excess Republican, among the Democrats; he has no presence; his features are blurred, uncertain, as if once of wax that had slightly melted; his voice is trailing, indistinct, defeated; he moves uncertainly about, forward to plead an answer, back wanderingly to his desk to look up a document, which, after long pawing, he can not find; the logic of his argument, hazy, ineffectively defiant, seems to demand that he go in and out among the desks, as if vainly pursuing its conclusion.

After watching for a while—

Your eyes swim; the Senate Chamber fantastically darkens; the carpet dissolves, rises like a flood until all you can see through its green fathoms are dim globes gleaming obscurely the bald heads of Senators now swallowed, crustacean. . . .

"McCormick, McCumber, McLean, McNary, Moses, Ladd . . ." a monotonous rumble half-awakens you. You have heard that kind of sound somewhere before. A midnight station, a full-throated conductor. . . . "Next station McCumber, change for Moses Pond and White River Junction. . . "

THE LITTLE ENTENTE'S YOUNG FATHER

Being an infant prodigy at thirty-eight is the happy privilege of Dr. Edward Benés, Czecho-Slovakia's representative at Genoa and the youngest prime minister in Europe. The correspondents speak of him almost as if he still wore rompers. And they remind us that in at least one respect his precocity should command world-wide admiration, for the infant prodigy is a father—of the Little Entente, which is active as a unit at the Genoa Conference. Writing in the New York *Tribune*, Mr. Wilbur Forrest describes Benés as the son of a Bohemian farmer and as "a political product of the European War," while experienced men of diplomatic affairs and those long conversant with the craft of statesmanship who have been watching his career point him out as one of the biggest statesmen of Europe. We are told:

> He was thrown into active political life when, as a delegate to the Paris Peace Conference, he put his signature to a treaty creating the free and independent republic of Czecho-Slovakia from a fragment of the old Austro-Hungarian Empire. Within less than four years he has advanced from the position of an exiled representative of his country, even before it was created, to its political head of State and a position in European affairs which is unique. Aged statesmen of Europe see in Benés the statesman of the future.
>
> Aside from Lloyd George, who has often been called a political opportunist, Benés is perhaps the only statesman of Europe whose work stands out prominently against the chaos which Europe has known for the last few post-war years. Benés is a political realist, and his record, tho brief, indicates that he has the ability to tackle the tasks which have stumped the elder wise men.
>
> When the European war broke out Edward Benés, at the age of thirty, was a student at the University of Prague and a professor at the Academy of Commerce. He was unknown except to his intimates, who recognized him as the author of interesting ideas and work in sociology and political physiology. Previously to this he had studied abroad at the Sorbonne in Paris, at the University of Dijon, where he took a degree in law, assuming the title of "doctor" at the age of twenty-five; in London and Berlin.
>
> The Paris Peace Conference found Benés representing the interests of the Czechs and Slovaks, and his diplomacy here gained him the appointment as Foreign Minister of Czecho-Slovakia after that new republic had been born out of a treaty which Benés signed. Here reappeared the unity idea in which the new states of Czecho-Slovakia, Jugo-Slavia and the new and greater Roumania combined their interests in the Conference against the reduced but still monarchistic Hungary.
>
> To-day Benés is known in Europe as the "young father of the 'Little Entente,'" which, aside from the three original states, has been joined to all intents and purposes by Poland, bringing about a coalition of some eighty-eight million people, now known as the "Quadruple Entente."
>
> If the young Premier of the Czechs and Slovaks is the dominating figure in Central Europe to-day, Europe deduces that he will be the guiding force of the greater unified Central Europe to follow.

TRUSCON
STANDARD BUILDINGS

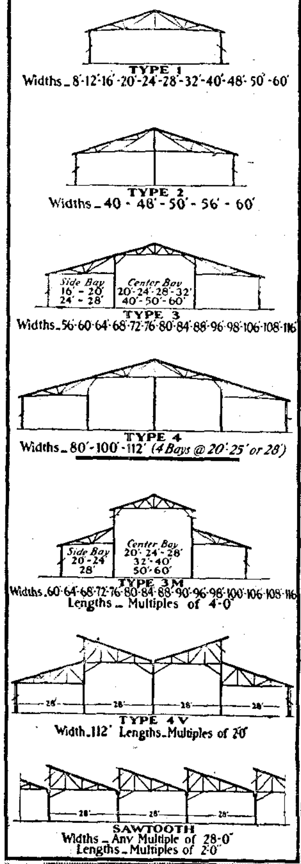
If you intend to build—

Business Men!

Get This Valuable Building Book Free

INFORMATION COUPON
Diagrams show Types and sizes of TRUSCON STANDARD BUILDINGS
HEIGHTS—Curb to Eave 8'0" to 21'4"

LENGTHS—Types 1,2,3 & 4 any Multiple of 20'
LANTERN—12'0" wide provided at Ridge of any Building 40'0" or more in width


TYPE 1
Widths—8'-12'-16'-20'-24'-28'-32'-40'-48'-50'-60'
TYPE 2
Widths—40-48'-50'-56'-60'
Side Bay 16'-20' 24'-28'
Center Bay 20'-24'-28'-32' 40'-50'-60'
TYPE 3
Widths—56-60-64-68-72-76-80-84-88-96-98-106-108-116
TYPE 4
Widths—80'-100'-112' (4 Bays @ 20'-25' or 28')
Side Bay 20'-24' 28'
Center Bay 20'-24'-28' 32'-40' 50'-60'
TYPE 3M
Widths 60-64-68-72-76-80-84-88-90-96-98-100-106-108-116
Lengths—Multiples of 4'-0"
28' 28' 28' 28'
TYPE 4V
Width—112' Lengths—Multiples of 20'
28' 28' 28'
SAWTOOTH
Widths—Any Multiple of 28'-0"
Lengths—Multiples of 2'0"

Now is the time for you to inform yourself about modern building ideas. Sooner or later you will find this knowledge useful in saving you time and expense.

Write now for this interesting book on Truscon Standard Buildings. Whether interested in building a factory, warehouse, foundry, service garage, filling station, dining hall, shop, etc., you can use this book—sent free.

Truscon Standard Buildings cost less and are more quickly erected than any other permanent construction. They are now at the lowest price in their history.

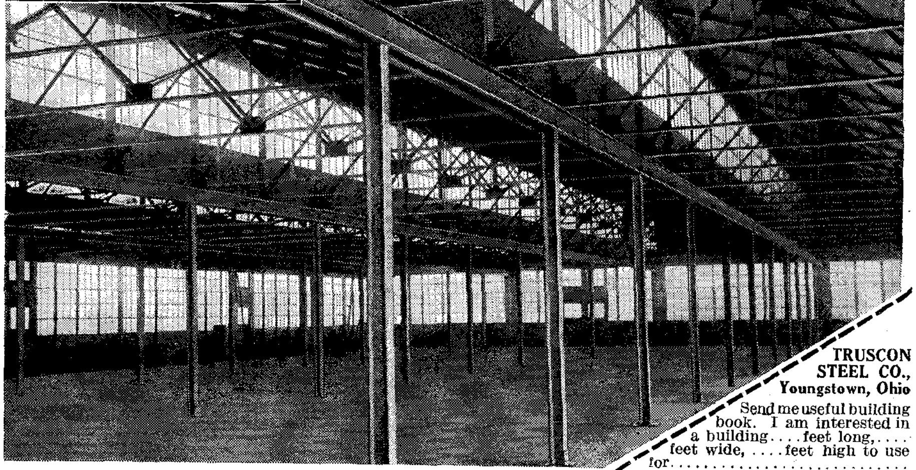
Built entirely of interchangeable steel panels, they can be enlarged, or taken down and re-erected, with 100% salvage. Day-lighted, Fireproof, Sturdy, Durable—furnished in all sizes with pitched, monitor or saw-tooth roof.

Write today telling us about your needs and receive this free book.

TRUSCON STEEL COMPANY,
Youngstown, Ohio

Warehouses and Sales Offices in Principal Cities

TRUSCON
STANDARD BUILDINGS



McGill Mfg. Co., Valparaiso, Ind.
TRUSCON STANDARD BUILDING—Saw-Tooth Type

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Youngstown, Ohio
Send me useful building book. I am interested in a building....feet long,....feet wide, ...feet high to use for..............................
Name..............................
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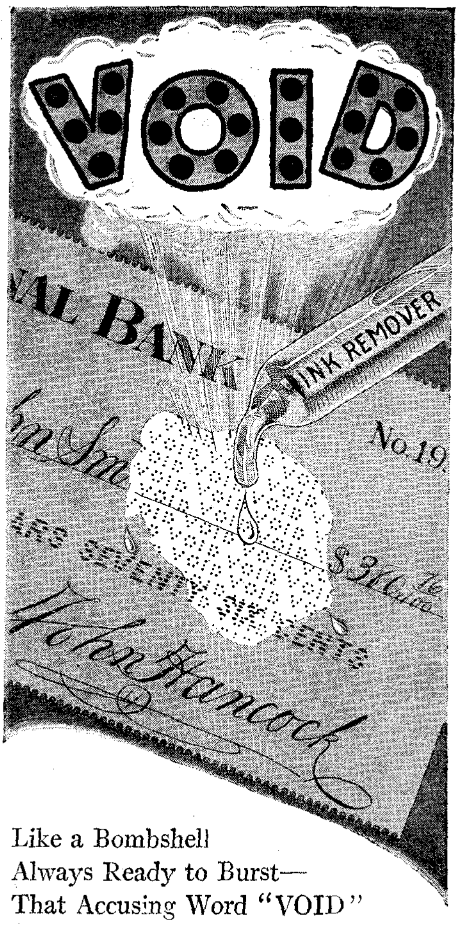
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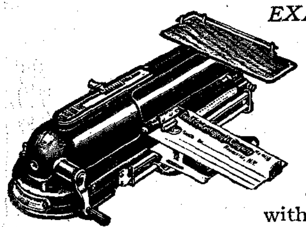

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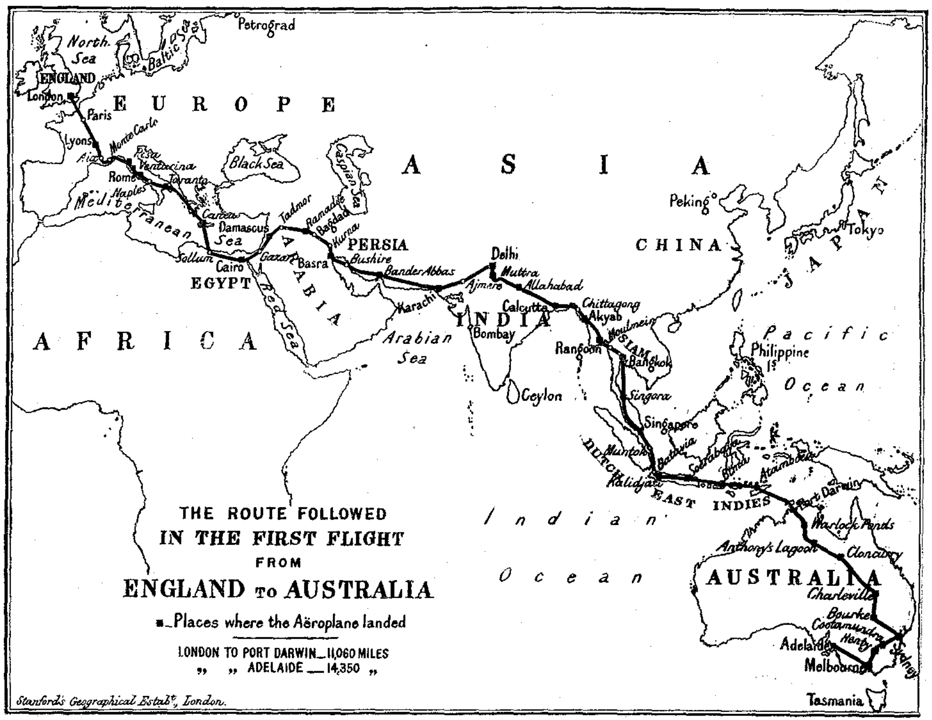
MOTORING - AND - AVIATION


THE ROUTE FOLLOWED
IN THE FIRST FLIGHT
FROM
ENGLAND TO AUSTRALIA
■_Places where the Aëroplane landed
LONDON TO PORT DARWIN_11,060 MILES
" " ADELAIDE __ 14,350 "
Stanford's Geographical Estabt, London.
EUROPE
ASIA
AFRICA
North Sea
Baltic Sea
Petrograd
ENGLAND
London
Paris
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Aix
Monte Carlo
Pisa
Venturina
Rome
Naples
Taranto
Mediterranean Sea
Black Sea
Caspian Sea
Candia
Damascus
Sollum
Cairo
EGYPT
Gazari
Red Sea
ARABIA
Tadmor
Ramadie
Bagdad
Kurna
Basra
PERSIA
Bushire
Bander Abbas
Karachi
Arabian Sea
Ajmere
Delhi
Muttra
Allahabad
Calcutta
INDIA
Bombay
Ceylon
Chittagong
Akyab
Rangoon
Moulmein
SIAM
Bangkok
Singora
Singapore
Muntok
Batavia
Kalidjati
Sourabaya
Bima
Atamboea
DUTCH EAST INDIES
Peking
CHINA
JAPAN
Tokyo
Pacific Ocean
Philippine Is.
Indian Ocean
Port Darwin
Warlock Ponds
Anthony's Lagoon
Cloncurry
AUSTRALIA
Charleville
Bourke
Cootamundra
Henty
Sydney
Adelaide
Melbourne
Tasmania

Cuts from "14,000 Miles Through the Air" (Macmillan).

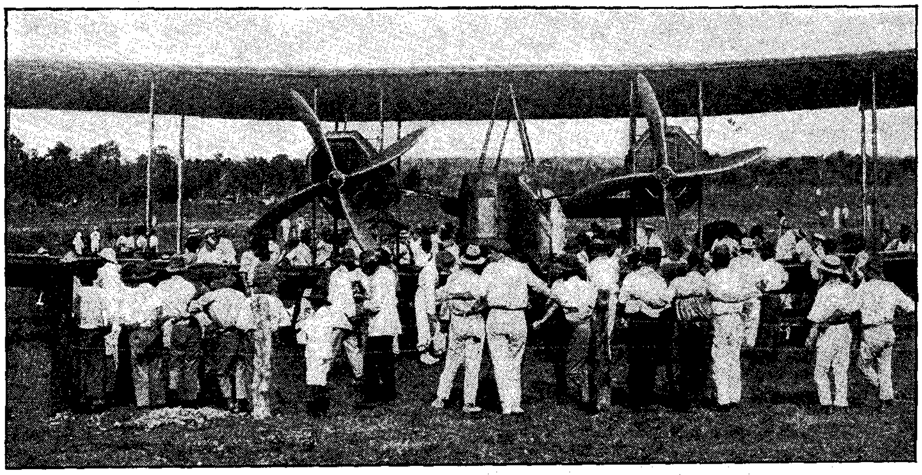
AN AIR CRUISE THAT MADE HISTORY.

The earth, which is some 25,000 miles in circumference, was more than half-way circumnavigated by the flight from England to Australia. Sir Ross Smith, who made this flight and whose journal of it has just appeared, starts next month on a flight around the world.

FLYING HALF-WAY ROUND THE WORLD

THERE was a gallant ship which set out on a voyage of 14,000 miles, for a prize of $50,000 and the honor of being the first man-carrying vessel to follow the highways of the air between England and Australia. The ship was the Vickers *Vimy*, a sister of the British airplane which flew the Atlantic last summer. Months ago the cables carried the story of how the four air adventurers had completed their journey half-way around the earth within the time limit set by the paper which offered the prize; and now the pilot of the expedition, Capt. Sir Ross Smith, has published a journal of the long cruise, illustrated with photographs, under the title of "14,000 Miles Through the Air" (Macmillan). "Lyons—Rome," "Cairo to Bagdad," "In the Clouds Above Burma," "Siam to Singapore"—so run some of the chapter headings. The pilot who tells the story had more than a sporting interest in the flight, it may be gathered from many suggestive passages in his journal. He loved his machine. This tribute to it appears in the chapter which records the start of the flight:

> The machine was flying stately and steady as a rock. All the bracing wires were tuned to a nicety; the dope on the huge planes glinted and glistened in the sunlight; I was filled with admiration. The engines, which were throttled down to about three-quarters of their possible speed, had settled down to their task and were



DOWN IN AUSTRALIA AT LAST.

Citizens of the most distant of Great Britain's possessions inspecting the flyer which came by way of the air from England, on the other side of the world, directly under their feet.

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Is it reasonable?

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If the LINCOLN were not surpassing in its capabilities, is it reasonable that motordom would now accept it as the most advanced and most highly developed of motor cars?

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If the LINCOLN were not a car of distinguished character, is it reasonable that there would be such eagerness to seek comparison with it?

If the LINCOLN did not actually provide a fascinating means of travel, never attained in a motor car before, is it reasonable that there would be such great ambition in the industry to approximate its performance?

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Every brush sterilized *after* being enclosed in the yellow box.

Pro-phy-lac-tic Tooth Brush

MOTORING AND AVIATION

Continued

purring away in perfect unison and harmony.

A small machine is ideal for short flights, joy-riding the heavens, or sightseeing among the clouds; but there is something more majestic and stable about the big bombers which a pilot begins to love. An exquisite community grows up between machine and pilot; each, as it were, merges into the other. The machine is rudimentary and the pilot the intellectual force. The levers and controls are the nervous system of the machine, through which the will of the pilot may be exprest—and exprest to an infinitely fine degree. A flying-machine is something entirely apart from and above all other contrivances of man's ingenuity.

The airplane is the nearest thing to animate life that man has created. In the air a machine ceases indeed to be a mere piece of mechanism; it becomes animate and is capable not only of primary guidance and control, but actually of expressing a pilot's temperament.

The lungs of the machine, its engines, are again the crux of man's wisdom. Their marvelous reliability and great intricacy are almost as awesome as the human anatomy. When both engines are going well and synchronized to the same speed, the roar of the exhausts develops into one long-sustained rhythmical boom—boom—boom. It is a song of pleasant harmony to the pilot, a duet of contentment that sings of perfect firing in both engines and says that all is well.

This melody of power boomed pleasantly in my ears, and my mind sought to probe the inscrutable future, as we swept over the coast of England at 90 miles per hour.

There were adventures, troubles and amusements in plenty in the course of this unusual cruise, but at last the voyagers managed to reach Bima in the East Indies with time enough to spare so that the flight could still be completed within the time limit if all went well. Taking up the story there, Captain Smith's journal runs:

From the point of view of a prospective forced landing, the 400-mile flight to Bima was impossible. Not a single flat occurred on which we might have landed. Scenically, this lap was glorious. We skirted the coast of Bali and Lombok, keeping 3,000 feet above the sea. Not a ripple disturbed its surface and looking over the side from time to time I could see a lot of small splashes in the water in the form of a circle. For a time these splashes puzzled me, and then I caught a glint of silvery wings and knew that they were made by flying-fish. My brother also had seen them and we were both rather surprized to be able to see flying-fish from a height of 3,000 feet. It made me think that perhaps after all the hawks and other birds that we see flying about have not such wonderful eyesight as we imagine, because it is undoubtedly easier to see an object from air than on the ground.

Bima aerodrome in the island of Sumbawa was in excellent condition and clearly marked with a huge white cross in the center, which we saw several miles away. The natives scampered in all directions and would not venture near until they saw us walking about the machine.

The local Sultan and the Dutch Commis-

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sioner met us and proffered the hospitality of a native bungalow a couple of miles from the machine. Here we aroused intense interest; eyes taking little furtive glimpses at us peered through every crack and gap.

During the night we were awakened to hear some fellow prowling about outside. I waited until he was opposite the doorway, then a shot from my Very light pistol put him to a screaming and, I have no doubt, a terror-stricken flight.

The natives had recovered from their shyness by next morning, and on our arrival were swarming around the machine with presents of cocoanuts sufficient to start a plantation; evidently they thought the *Vimy* a very thirsty sort of bird.

We took a cargo of nuts on board, as the water was unsuited for drinking, and, setting off in dazzling sunshine, once more pursued our course above scenes of tropical enchantment and alluring charm.

After following the north coast of Flores to Reo, we crossed over to the south side of the island and ran into isolated rainstorms. Once we saw a small active volcano in the distance and were tempted to go off and gaze down into its smoking crater, but as the weather indicated a change for the worse, we could not afford to make a deviation. We flew on as far as Pandar, and then swung off direct for Timor.

We had by this time acquired such confidence in our engines that it mattered little what lay below us—sea or land.

A thick haze soon obscured the land and all distant vision, but we eventually picked up the Timor coast a few hundred yards from our calculated position. Ten miles inland we came down in the aerodrome at Atamboea, our last landing-ground before Port Darwin.

The Dutch officials had thoughtfully arranged our petrol and oil supply close at hand, saving us a good deal of valuable time, which we were able to devote to a thorough overhaul.

To-morrow would be the great day whereupon reposed the destiny of our hopes, labors and ideals.

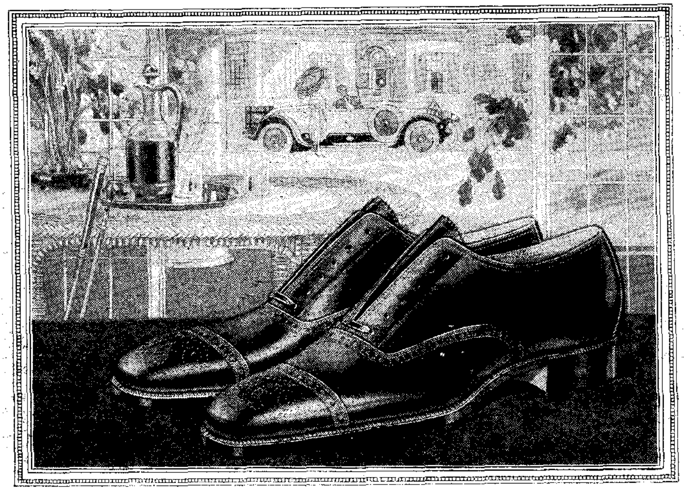
This was one of the aerodromes specially made by the Governor-General of the Netherlands Indies for the Australian flight, and had been completed only the day before our arrival. A guard of Dutch soldiers kept watch over the machine while we proceeded with their officers to camp, some six miles away.

It is hardly necessary to say that none of us overslept. We were too excited at the prospect of the morrow. We felt sure that if it dawned fine and hot, our homing was assured; but as we stept out, before sunrise, into the still, sluggish air, we realized that our hopes of an early start were small. A heavy haze lay over the sea and the coast, obscuring everything; so we decided to await its clearing.

We were at the aerodrome before sun-up to discover that a great swarm of natives were even earlier risers than ourselves. Most had come afoot, but many had ridden their ponies, and they clustered on and around the fence, behind and beside the *Vimy*, like swarming bees. We had hauled the machine well back with the tail against the fence in order to take advantage of every foot of the short run.

Our start-off was brightened by one of those incidents that usually make material for comic papers. The propellers were just "kicking" over, like two great fans, and those natives sitting on the fence in the line of the slip-stream were enjoying the cool breeze and looking pleased with themselves. When I opened up the engines and

THE FLORSHEIM SHOE



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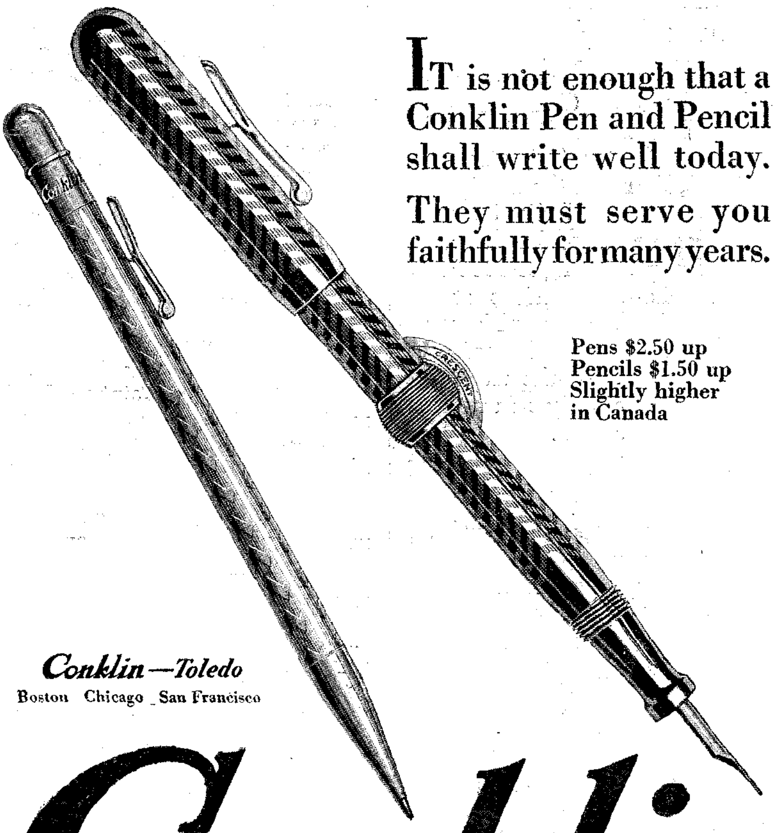

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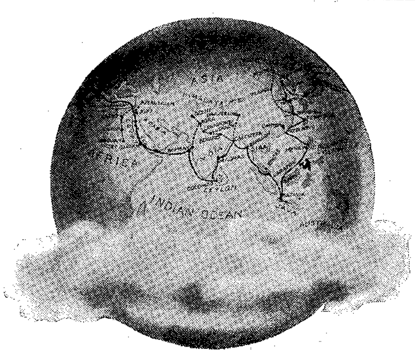

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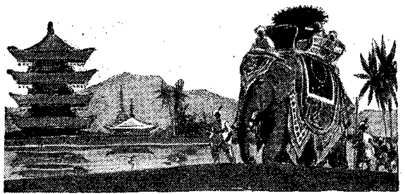

MOTORING AND AVIATION
Continued

both propellers swung into action, the sudden blast of air sent these particular spectators toppling back into the crowd, where ponies and natives made a glorious mix-up, at which we all laughed heartily.

If an airplane is forced to land in the sea it usually floats for a time, then the forward part sinks and only the tail remains above water. Remembering this, just before leaving Timor, we tied a parcel of food, a bottle of water, the Very pistol and some cartridges on to the tail so that we would have something to fall back upon in case of emergency.

Soon after 8 the fog began to thin, and at 8:35, to be exact, I opened up the engines and just managed to scrape out of the 'drome. Scrape is exactly the word, for the branch-tops of the gum-tree rasped along the bottom of the machine as we rose. It was indeed one of the closest shaves of the trip.

In front of us rose a chain of high hills, and, as the atmosphere was hot and we climbed very slowly, we made a detour to avoid them. Still flying low, we approached the coast and pulled ourselves together for the final lap—the jump across the Arafura Sea that lay between us and Port Darwin.

Keith took all possible bearings, noted wind direction, and made numerous calculations of ground speeds. Then we set compass course for Darwin, and with a "Here goes!" we were out over the sea. All our hearts were beating a little quicker; even our fine old engines seemed to throb a trifle faster.

This was to be our longest stretch over open sea and I did not relish the prospect of being out of sight of land for five hours. However, as the coastline of Timor receded and disappeared behind us, my thoughts turned back to the great transatlantic flight made by the late Sir John Alcock in a *Vimy* similar to our own. What had we to fear with only a few hundred miles of open sea to cross, while he had nearly 2,000?

The Australian Government had arranged that a warship should patrol the sea between Timor and Port Darwin in case we should need help, and anxiously we scanned the distant horizon for the first glimpse of her.

Our watches registered 11:48 when Keith nodded ahead, and dead on the line of flight we made out a faint smoke that soon resolved itself into the smoke plume of a fighting-ship. It was H. M. A. S. *Sydney*, and we knew now that, whatever might befall, we had a friend at hand.

We swooped low, and exactly at twelve minutes past noon passed over the vessel, seeing plainly the upturned faces of the sailors and their waving hands. It was a cheer of welcome quite different from anything that we had experienced on the long journey. Perhaps it is not to be wondered at that the result of our snapshot was blurred through the shaking of the camera.

We took the opportunity of snatching a speed test, and found that we were averaging seventy-five miles an hour.

Two hours later both of us saw ahead and to port what appeared to be haze, but which we hoped was land, tho neither dared express his hopes. They were justified, however, ten minutes later, and hailing Bennett and Shiers, we pointed joyfully to Bathurst Island lighthouse.

It was just 2:06 P. M. when, as our diary prosaically notes, we "observed Austra-

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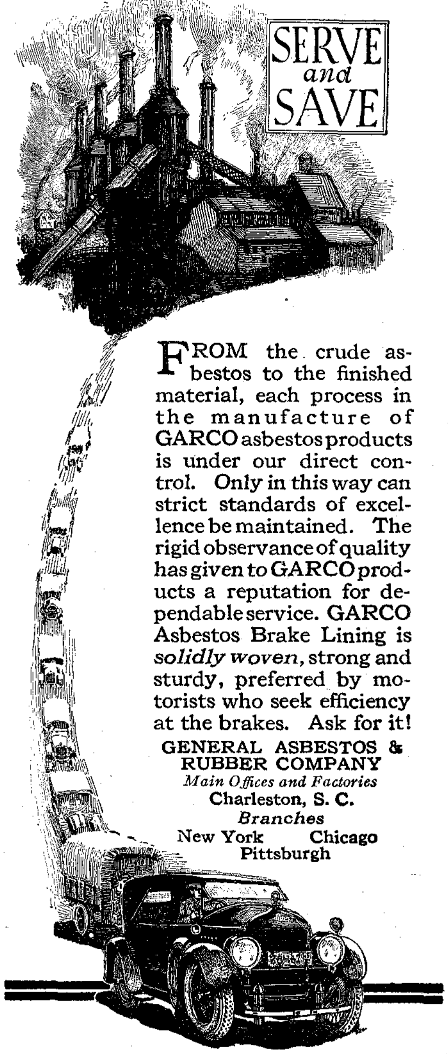

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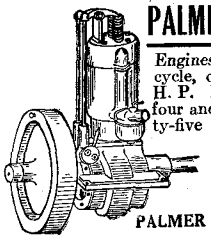

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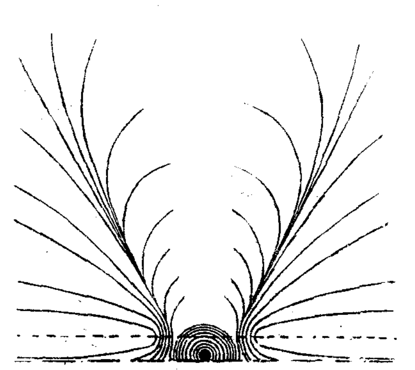
lia." At 3 o'clock we not only observed it, but rested firmly upon it, for, having circled over Darwin and come low enough to observe the crowds and the landing-place, we landed on Terra Australis on December 10th, 27 days 20 hours after taking off from Hounslow.

We had won the race against time and the £10,000 prize with just 52 hours to spare!

CABLES TO GUIDE AIRCRAFT FLYING IN FOG

"LEADER cables," placed along the channels of harbors to guide ships into port, have lately been adapted to the use of airplanes. Such cables, it is believed, will enable aircraft to land safely at night or in foggy weather, making it unnecessary to illuminate the airdromes. An engineer officer of the French Navy, Lieut. Arthur W. Loth, who had previously perfected the ship-guiding device for use in the French Navy, has perfected and tested out the new invention, according to the *Comptes Rendus* of the French Academy, with satisfactory results. As with the ship-guiding device, lines of magnetic force are thrown off from the cable to be received by "listeners" or specially arranged ear-pieces, worn by the pilot. There are three receiving coils fixt on the plane, says the French writer, who goes on to describe the process of guiding by cable as follows:



By courtesy of "Aviation," New York.

FIG. 1. Magnetic field produced in space by the Loth guiding cable.

> When the machine is moving directly above or parallel to the cable, a strong signal is transmitted to the pilot through the receiving coil in the center, and this continues so long as the cable is being "followed." The other coils show the pilot when the machine is to the right or the left of the cable. The signals can be heard for a distance of a mile and a half on each side of the cable and up to a height of 10,000 feet, the range being greater than in the case of a submarine cable because there is less loss of energy.

The fundamental principle of the Loth guide cable, says a writer in the April 10 issue of *Aviation* (New York), rests on the fact that if a high frequency alternating current is sent through a cable earthed at each end, a magnetic field of considerable intensity is created around the cable. The principles somewhat resemble those

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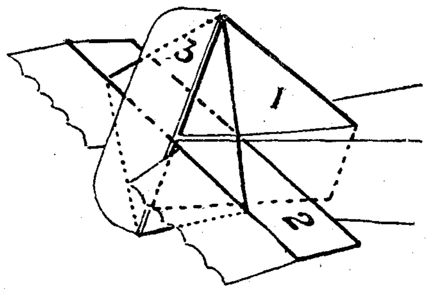
MOTORING AND AVIATION
Continued

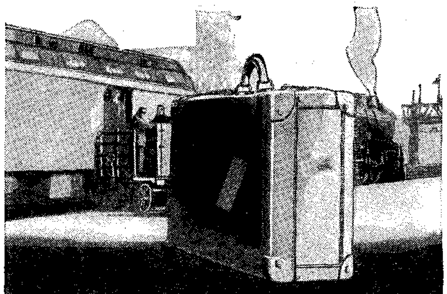
of directional wireless, used for some time to guide airships through fog or darkness. In the case of the guide cable invention:

> The effects of the magnetic field can be detected by means of suitable instruments at considerable distances from the cable. Thus if an aircraft is equipped with these instruments, its navigator can determine his position relative to the cable, and thus ascertain his bearings.
>
> Altho the principles are very simple, M. Loth was faced with numerous problems before bringing his system to perfection. Thus he had to do a tremendous amount of research and experimental work in connection with the formation and extent of the magnetic field surrounding the cable. This work took a long time, as measurements were often taken at intervals of a meter or so. The lines of force, shown in the accompanying diagram, were found to vary with the frequency of the alternating current sent through the cable. The lines shown in Fig. 1 represent the field resulting from using a frequency of 600 per second.
>
> As regards the equipment of the airplane, this is simple in principle, consisting in mounting in a suitable place—for instance, on the tail of the machine three panels of insulated copper wire, so placed as to be at right angles to each other, as shown in Fig. 2, where 1 is the longitudinal vertical panel, 2 the lateral horizontal panel, and 3 the lateral vertical panel. These panels are connected to a telephone receiver, as in ordinary direction-finding wireless, via a commutator, so that the navigator can listen in on either of the three panels.
>
> According to the position of the machine in relation to the cable, the intensity in each of the three panels varies or may even disappear. For instance, when the machine is flying parallel to the cable, the sound is a maximum in the longitudinal panel 1, and nil in the transverse vertical panel 3. As the machine diverges from the course parallel to the cable, the sound diminishes in the longitudinal panel, and increases in the lateral vertical panel, in which the sound becomes maximum when the machine is at right angles to the cable. The sound in the longitudinal panels then vanishes. The horizontal panel has the property that the sound in it vanishes when the machine is vertically above the cable.
>
> It will thus be seen that if an airdrome has a cable running around it, the navigator of a machine can determine, even in a thick fog, the exact moment of crossing the cable, and by finding the height from the altimeter he can determine at what angle to



By courtesy of "Aviation," New York.

FIG. 2. *Installation required on an airplane using the Loth guide cable.*



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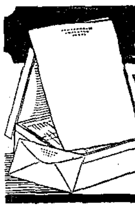

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glide into the airdrome in order to make a landing.

A special commutator enables the operator to put any two of the panels in series, and the information gained by so doing enables the exact position of the machine in relation to the cable to be determined. Thus, by placing in series the longitudinal and transverse vertical panels, the operator can determine whether the machine is inclined to right or left in relation to the cable. In order to determine whether the machine is approaching the cable from left to right, or from right to left, the longitudinal and horizontal panels are placed in series. Placing the transverse and the horizontal panels in series serves to indicate the vertical distance above the cable; in other words, it shows whether the cable is running up or down the side of a hill or mountain, or whether it is running horizontally over flat ground. By the use of the Loth cable a machine can thus travel along over any sort of country, the navigator knowing his position, and knowing that he can not accidentally run into a hill in the fog, as his receiver will warn him if he approaches too close to the cable. If this happens while the machine is flying horizontally he knows that the cable is running up the side of a hill, and if he is on a familiar route he will probably know which is the hill in question. Put in another way, the guide cable is both a direction wireless and a contour map of the route flown.

It goes without saying that the inventor had many difficulties to surmount, difficulties not directly connected with his system, but which had a considerable effect on its development. Thus it was found that the magnetos caused such a noise in the receiver as to drown, or nearly so, the sound from the wireless panels. To overcome this difficulty it was necessary to explore the magnetic fields of the magnetos thoroughly, and this was consequently undertaken and brought to a successful conclusion.

Mr. Loth has also found means of interrupting the sound from the wireless panels for the very short interval occupied while the spark plugs are giving of sparks. In point of fact, the receiving in the telephone ear piece is intermittent, but the intervals are so short as to be inaudible to the human ear which hears the receiving as if it were continuous.

The practical results obtained with the Loth guide cable are said to be briefly the following:

With the horizontal panel (2) contact with the cable has been established from an altitude of 10,000 ft. With the two vertical panels contact has been attained from a height of about 8,000 ft. At an altitude of somewhat over 6,000 ft. the operator can hear on all three panels, and can begin to guide the machine without being much disturbed by the various noises on board. At lower altitudes the receiving becomes very loud. When flying at about 6,500 ft. the cable can be "picked up" from a horizontal distance of approximately one mile. As the machine flies lower, what might be termed the "useful zone" increases in width, until at ground level the range is about 9 miles.

These results were obtained with an experimental cable of 9,500 ft. in length and having eight sharp angles in it. The longest straight length was less than 2,000 ft. It is confidently expected that with a proper line, running more nearly straight, and of greater length, even better results will be obtained.

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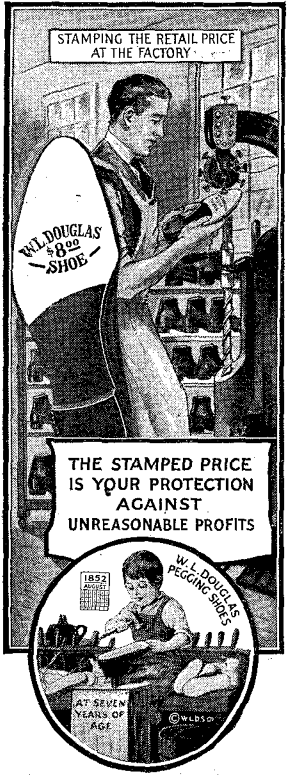
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Continued

"SHOCKING STORIES" VS. THAT INSTRUCTION BOOK

THAT instruction book which came with the car, and which manufacturers take such pains in having printed and distributed to their customers—do you ever read yours? A man interested in motoring matters lately made a little quest for the motorist who actually read his instruction book intelligently. It certainly was a quest, says the investigator, and he uncovered some shocking stories, even tho the book itself is admittedly not as thrilling as some of the tales to be found in "Sensational Yarns." One car owner, he says, relating his experiences in *The American Motorist* (Detroit), hadn't even thought of his book, and wasn't exactly clear as to the reason for its existence anyway. After a diligent search of the car—

> He found it tucked away under the rear seat, submerged in the folds of the rain curtains. He offered the alibi that he thought it was some sort of advertisement.
>
> Another car owner confessed that he had torn out the pages in order to use the paper as a gauge of the valve tappet clearances, whereas the book would have advised him to use a thin visiting card for this purpose. If he had read the instructions he would have known why accuracy was important, but he was not so "exacting." What remained of the book after he had mutilated it was smeared beyond legibility by grease from his dirty hands. It is interesting to record that reposing on the seat cushion spick and span, tho carefully read, was the very latest issue of "Shocking Stories."
>
> Can it be, I wonder, that the manufacturers are a little out of date in the way they present their advice? It is rather dry reading after all. The cover merely bears the name of the model and, mind you, in this day of picture craze not even a photo of the car. There are cuts, to be sure, throughout the book to reveal the innards of various parts of the machine's anatomy, but they are Greek to most motorists. There is no action in them—and naturally the man who loves to exercise the speedometer is equally fond of action in his instruction. The motorist has just cause for complaint—but only to a degree. There is no reason why he should go ahead making a vital mistake which results in consequences which he alone must bear.

However, if the manufacturer doesn't inject a little speed into his advice that is no reason why the motorist shouldn't goad himself to pass an occasional bad quarter-hour perusing and digesting the instruction book, however dry and uninteresting, however tame the illustrations. It's to his advantage. A little confession from the writer will illustrate:

> I had been driving a car with a valve-in-the-head motor, and upon occasions adjusted the valve tappets. For such work I used two wrenches, one to back off the adjusting nut and the other to turn the adjusting nut. Quite naturally, therefore, when I came to adjust the tappets of the new car, which was of the L-head type, I did like-

wise. Forthwith I experienced all manner of trouble, for try as I would it seemed impossible to obtain any sort of accurate adjustment. The tappets were first much too tight, then much too loose. There was no rhyme nor reason to the thing—a fact which caused me days of work and worry minus use of the car.

I decided that I would condescend to glance through the instruction book, or rather I decided upon the printed advice of the manufacturer as a last resort. But where was it? Oh, yes, I had tucked it away in my desk to keep it clean. Some day—that day we all expect when time will be plentiful—I would recline in an easy chair and read it from cover to cover. It goes without saying that this elusive day of rest might have been forthcoming had I read first before leaping. It developed that the tappets of my car were of the mushroom type, which means that the push rod is free to turn about so that the flat end that rides the camshaft will wear evenly. When I turned the adjusting nuts the tappets turned with them, and that accounted for my inability to effect any sort of reasonable adjustment. I should have used a third wrench to hold the push rod while I made the adjustment. In other words, I should have read my instruction book.

Yet the instruction book is treated unmercifully. They need a Laura Jean Libby to write it, insists this critic. Then perhaps Old Boy Hard Experience wouldn't have such a monopoly on the situation. To him is left the task of eventually turning every motorist back to his instruction book, which he does to perfection, tho always after the damage has been done and the bills paid. However—

The motorist in question is now so partial to his instruction book that he has ordered a new one in case something happens to the original. And when I explain how it happened that he paid a nifty repair bill, the reader will appreciate the reason for his change of heart. Whenever this chap had any spare time he always tried to find trouble, even if there wasn't any to be found. He carried the idea of car care to extremes. To this, furthermore, was added the additional fault of assuming that he knew as much as the manufacturer could divulge via instruction book.

At length this led him to inspect the distributor. He couldn't find any dirt in the cover, nor could he find anything wrong. But he had high hopes. He was not entirely unsuccessful, for, lo and behold! it developed that the tip of the rotor was not touching the contact points of the distributor head. How then was the spark ever going to reach the ignition wires? How was the motor to run with all this out of commission?

Much to his chagrin, however, he had to admit that the motor had been running, and most decently at that. Yet there was no contact. It worried him. Worried him so that at length he lifted out the rotor and by bending the tip with the pliers fixt it so that in revolving it would touch each of the contact points. Then he replaced the cover and started the engine.

Whereupon the distributor made itself known by emitting an uncanny noise. It clicked and trembled and carried on in a most unusual manner. Presently there was a culminating click followed by utter silence. The engine paused, deliberated and decided to pitch tent for the night. There was nothing left in the way of action except the motorist's flow of cussing. When he

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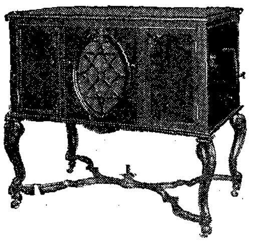

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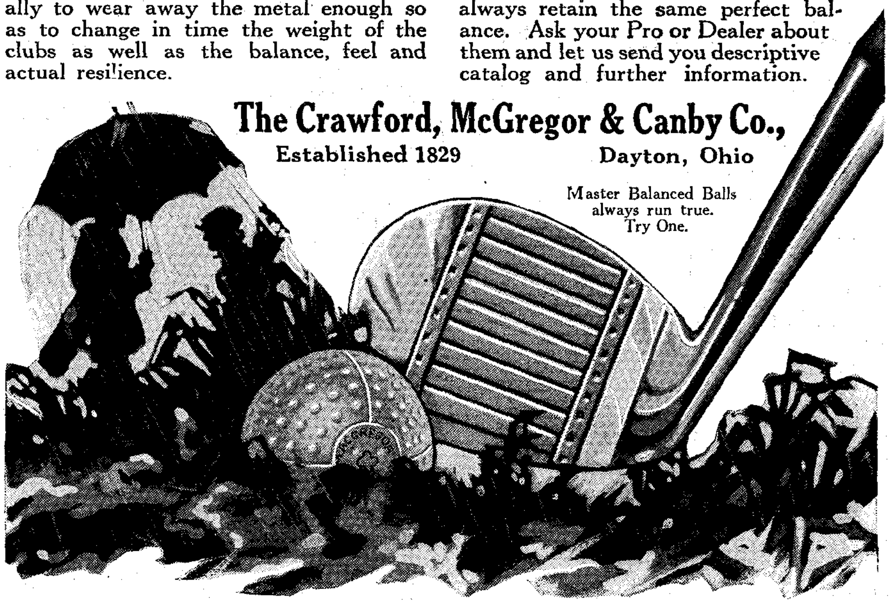

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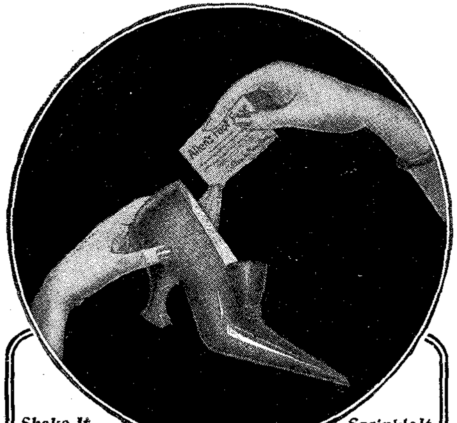

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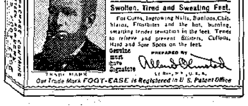
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MOTORING AND AVIATION
Continued

raised the distributor head and examined the rotor he found that the tip had broken off and that the contact points were chipped. This was the result of his handiwork and, in turn, the consequence of banking too much on his own knowledge of what's what in carology. It was high time to consult the instruction book—if it could be found.

What he learned was that the ignition system on his car was different from that on the machine he had previously owned. The rotor of the older model was so designed that it actually did come in contact with the contact points and would not distribute the spark properly if it didn't. But the new car—so the instruction book stated in plain but unexciting English—was equipped with a rotor which revolved in such a way that the tip came within a sixty-fourth of an inch from each contact point as it passed by. This was done to intensify the spark and to prevent wear of the parts. The rotor tip was not meant to touch anything. Everything was O. K. except the motorist, who might easily have made this discovery through turning to page nineteen, paragraph four.

It is not an uncommon thing to see a motorist going to the extreme of having the valves ground in because the car lacks power. Sometimes this sort of treatment is the only remedy, but more often it is about as necessary as a fourth brush on a generator. Over toward the last page of any good instruction book there is listed a bit of advice in case the engine shows signs of heaves. This is all written in simple style and is unusually valuable, even tho the love interest is a trifle neglected. I know of one chap who spent a neat sum for repairs only to learn after it was all paid for that he had been running the car with too little water in the radiator. This, incidentally, was the first thing the instruction book listed in its page of hints.

Instruction books invariably suggest that if the car lacks pep on hills it is well to see if the fan belt is on duty. But such a simple suggestion meets with disdain on the part of the average car owner. He would much rather drive into a repair shop and be inconvenienced for a day or so rather than bother to read the manufacturer's attempt at serious literature. I have just about concluded that the thriving business of butchering "busted" buses is greatly indebted to this wholesale neglect of the book of the "Breeze," the "Speedo" or whatever the case may be.

When one car owner moved to a new State and went to apply for a license he spent about three hours chasing around to find the necessary data on the stroke and bore of the engine. In this new locality the make of car he drove was not quite so well known, thus accounting for the fact that he was obliged to drive ten miles to the nearest dealer in order to learn the exact information. But if instead of relegating the instruction book to the wastepaper basket he had kept it in the side pocket for ready reference he could have walked right out to the car and by merely glancing at page one could have gone through the little game of multiplying the stroke by the carburetor and the number of pleats in the seat cushions divided by the number of quarts of oil in the crankcase. It would have been simplicity itself.

There is so much of vital importance tucked away in the pages of an instruction

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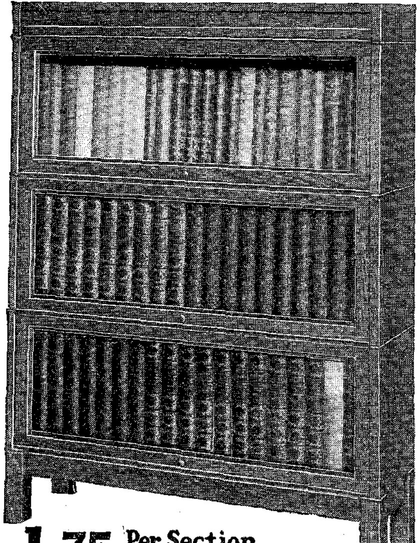

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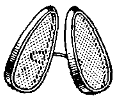

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TOURS AND CRUISES

book that it is nigh unto nuttery to consider the work as a fifth wheel. Some of these days the manufacturers are going to ask aid of George Ade or some stage comedian to put over the necessary information in fourth speed, but in the meantime the old saying that it's a wise motorist who knows his own car still holds true. And frequent perusal of the instruction book, however tedious, is the only way to breed this familiarity.

BIRDS ARE STILL THE CHAMPION AVIATORS

BIRDS still hold the world's aviation championship for reliability and consistency of performance. They are sometimes forced down by collision with the shining lenses of lighthouses, or blown against wires and tall buildings, but accidents of this sort happen far more rarely with them than with their human imitators. They make long and fast non-stop flights and seldom come down because of engine trouble or the collapse of wings. The fact is, says the New York *Sun:*

> Birds have some secret—many secrets—for navigating the air which man has not learned. Some men aviators have gone higher in the air than any birds seem to go, but so far as human records go there is nothing to show that a condor, eagle or other high-flying bird ever tried for the altitude prize. Birds are extremely practical and do not go to immense heights just for exercise or for the purpose of getting a wide outlook above the earth or for the gratification of personal or birdonal pride. There is no doubt that the best flyers among the birds would go to far greater heights than is their habit if they believed they would find anything to eat that near the sky.
>
> Birds in soaring and sailing show that they are proficient in the use of several factors in the art of flying that have not yet been mastered either in principle or practise by the most skilful aviators. A vulture or a crane after a few preliminary wing beats sets its wings and mounts in wide, sweeping circles to a great height, apparently overcoming that which we call gravity with no exertion apparent to human vision, even when assisted by powerful telescopes.
>
> The Carolina rail, or sora, has small, short wings, apparently ill adapted to protracted flight, and in ordinary circumstances when it is forced to fly it does so reluctantly and alights as soon as possible. It flies with such awkwardness and seems to become so quickly exhausted that several writers on birds have inferred that most of its spring and fall migration must be made on foot. Yet it has been learned that the Carolina rail has one of the longest migration routes of the whole rail family and easily crosses wide reaches of the Caribbean Sea.
>
> The humming-bird, smallest of all birds, crosses the Gulf of Mexico, flying more than 500 miles in a single night. The golden plover flies from Nova Scotia to South America, and in fair weather makes the whole distance of about 2,500 miles without a stop, and probably requiring not more than forty-eight hours to make the trip.

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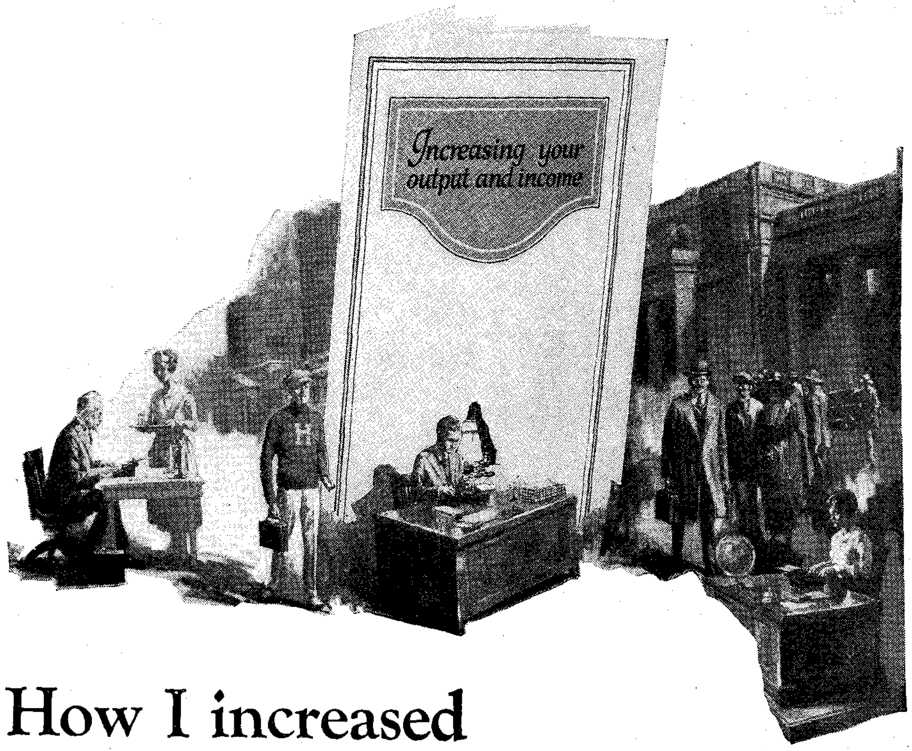
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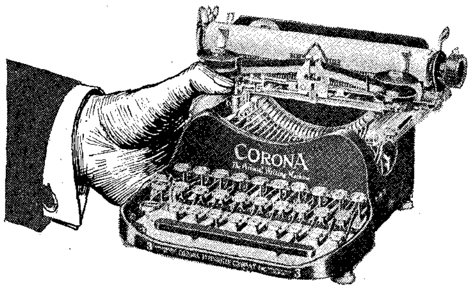

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INVESTMENTS AND FINANCE

THE FUTURE OF AMERICAN MANUFACTURING

WHILE we are undoubtedly on the upswing of the existing business cycle, these little booms and depressions we experience every few years are, as a writer in *The Annalist* notes, only "ripples on the surface of a rising curve of physical production" which has been carrying us steadily upward for about fifty years. The question, we are told, is whether this "long-run curve" can continue to rise for another fifty years. "Upon the future slope of this curve hang tremendous consequences; the profits of American business, the size of the American population in 1950 and in 2000 A.D., the maintenance of the American standard of living, the position of the United States as a world power fifty or a hundred years hence and, in short, the whole destiny of the America of our children and our children's children." The writer, Mr. Homer Hoyt, a professor of Economics in the University of North Carolina, points out that we have developed a manufacturing capacity in excess of our own needs, so that considerable amount of foreign trade is necessary for our prosperity. We must now choose between two alternatives. We may keep the prices of manufactured goods from falling any lower, and restore the balance of prices "by raising the prices of farm products up to the level of other goods and services." "Such a consolidation of American prices on a plateau 60 per cent. above the pre-war level would tend to maintain an internal equilibrium, but it would," we are told, "cut us off from foreign markets." We could prosper to a certain extent with the help of tariff laws, for "we have resources enough to be self-sustaining, provided we limit our population and maintain a proper balance between agriculture and manufacturing, by contracting the size of our manufacturing plant." But, we read,—

> If we follow this course, we must be prepared while maintaining internal peace and contentment to see other nations forging ahead in population and in manufacturing capacity, and becoming ever relatively more powerful as we stand still. We must be prepared to give up our insatiable thirst for industrial expansion. It will be a happier, better balanced national life with greater stress upon art and culture perhaps, but it will not make us more vigorous and powerful as a nation.

Now comes the other alternative. We can maintain the expansion and manufacture that has been going on for half a century, but to do so our manufacturers must lower their prices to pre-war levels or below, and this means a program of standardization and consolidation at home and active competition abroad. As Professor Hoyt outlines the process:

> Standardization, increasing use of machinery and industrial concentration are interchangeable terms. Each one is both the cause and the effect of the other. The more standardized the article, the more machinery can be used in its production, and the cheaper the cost. The greater the degree of standardization, the greater the concentration of industry. Two concerns making one standardized article will undercut each other's prices until one gains all the business. The great number of styles and brands which is favorable to hand and not machine production is caused by the attempt of small concerns to avoid price competition, by producing goods that will sell on the basis of a difference in quality instead of a difference in price.
>
> Standardization of American goods will thus either be the cause or the effect of a series of gigantic mergers and consolidations, which will not end until all of American industry is in fact one technical manufacturing unit. As nations are becoming complete self-sustaining industrial and manufacturing units, since Germany pointed the way, American industry as a unit will tend to compete with Great Britain, Japan and Germany as units for the markets of the world. By consolidating all of our industries until all become part of one complete industrial machine, we shall produce at far less expense than we do at present with hundreds of thousands of separate units that fit loosely and wastefully together. The so-called point of diminishing returns in manufacturing recedes further and further with every increase in standardization and concentration. For a single industry producing a standardized article, cost decreases with every increase in output until a world monopoly is attained. But this is not all. The cost of producing the one standardized article with a world monopoly is lowered still further if other standardized articles are produced in the same country, for, in the technical machine industries, concentration and efficiency in one line aid concentration and efficiency in other lines.

Professor Hoyt shows how this process might logically develop until "every industry is a monopoly and these monopolies are located in one country under one gigantic world control." He reminds us that factory capacity is, to a large extent, potential military power, "and the Disarmament Conference had nothing to say as to that." Therefore, he concludes,

> Business profits, the prosperity of American wage-earners and the very existence of the United States as a great Power demand a complete reorganization of our manufacturing industries, to the end that out of the present chaotic medley of firms duplicating each others' efforts and using antiquated hand methods of production, there shall arise gigantic industrial consolidations producing standardized goods linked together in one efficient American manufacturing machine that will undersell the world. We do not seek this power in any selfish or imperialistic sense, but until competitive manufacturing expansion is limited by a conference of nations, self-preservation demands that America do her best.

CHARITY THAT PAYS

WHILE charity "seeketh not her own," we have it on equally good authority that bread cast upon the waters "shall return again after many days." And so, the New York *Times* on its financial page briefly calls attention to the interesting fact that "in more ways than one, the response to the call for aid from the impoverished and starving masses in Europe has been a paying proposition to this country":

> Makers of all kinds of apparel have gained because so much of used but wearable goods was shipped abroad to cover the naked, thereby making it necessary for the senders to replenish their wardrobes. When it comes to the foodstuffs, the result is more patent. The enormous quantities of grain recently sent to the afflicted in Russia and other countries by the aid of contributions and charity funds had the effect of raising the prices of farm products in this country materially. A rise of merely 10 cents a bushel in the price of wheat has meant $100,000 extra for every million bushels retained here. It is not improbable that producers here have gained a dollar for every dollar's worth sent out as a charity.

BRITISH SHIPPING NO BETTER OFF THAN OURS

IF MISERY loves company, then our Shipping Board officials ought to take a melancholy satisfaction in the recent statistics issued by the Chamber of Shipping of the United Kingdom showing the large number of inactive British ships, *The Nautical Gazette* remarks. What is more important on its bearing on the ship subsidy controversy is the fact that "the Administration's ship subsidy bill is only designed to make good the difference between American and British vessel operating costs." But British ship owners and American are equally at a loss to know how to compete with the smaller European nations with their depreciated currencies and low overhead costs. And our subsidy plans do not help at all in solving the problem of competition with these most cheaply run merchant marines. The British situation is revealed by the fact that, according to the authority cited, "712 vessels representing more than one-tenth of the total tonnage registered in the British Isles were laid up in the leading British ports at the beginning of the year." At the same time "only about 350 of the 1,492 steel vessels belonging to the Emergency Fleet Corporation were in commission. But if it be remembered that only one-third perhaps of these vessels are suitable for normal trade purposes, the American showing is not such a bad one." *The Nautical Gazette* continues:

> According to Sir Frederick Lewis, the newly elected President of the Chamber of Shipping, one of the reasons why so many British vessels are laid up and so many British seamen out of employment is that British ship operating costs, and especially wages, are so much higher as compared

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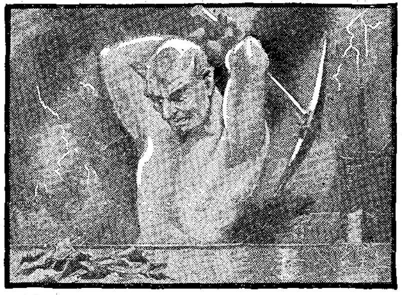

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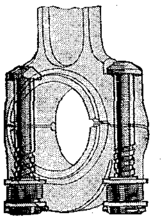

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INVESTMENTS AND FINANCE
Continued

with those prevailing on the merchantmen of European continental countries. In competing with the smaller European maritime nations with their depreciated currencies, lower repair costs and other advantages, both the British and American merchant marine are therefore laboring under the same handicap of higher vessel operating costs.

Instead of regarding the existing handicaps as insurmountable and calling for subsidies and other forms of state aid, the British ship-owners have resolutely set to work to increase the efficiency of their ships and to bring down their operating costs.

Our ship-owners should follow the example of their British competitors and put their own house in order at the very earliest opportunity.

A Sheffield correspondent of the New York *Journal of Commerce* takes up this same subject from the standpoint of a Britisher and finds something to say on both the bright and the dark side. He agrees with the writer already quoted that British shipping has to meet the competition of other nations which subsidize their ships and pay lower wages than do Britain or America. He also notes various tax privileges given to citizens engaged in shipping or foreign trade by a number of governments, and calls attention to the fact that "many foreign ship-owners made tremendous and untaxed profits in the war period while our British ship-owners were controlled and had their profits restricted." "That is the dark side of the picture." But, we are told, "the bright side inspires hope." Coal miners and iron and steel workers have recently accepted wage reductions and the miners have been increasing their output. As a result of these things—

> We are rapidly regaining our lost coal trade. After touching a point under 20 per cent. of the normal pre-war export tonnage we are now doing 80 per cent. and improving week by week. At the present rate we shall touch the pre-war record before May. This is vital from a shipping point of view. Coal forms by far the biggest proportion of our cargoes.

The revival of the steel industry means more cargoes for British ships. As the English writer continues in his letter to *The Journal of Commerce:*

> With the coal and steel industries back at something like the old rates of production and exportation, the British shipping surplus will be absorbed. Then again we have about 3,000,000 tons of our shipping beyond what is the recognized age limit. Now that labor on scrapping has cheapened and materials for new ships have been reduced by 60 per cent. we may look for wholesale breakings up of old boats, and when the current shipyard labor trouble is over, orders for new ships. From this point of view the prospects are that shipping and ship-building revival will not long be delayed. Much, of course, depends on the

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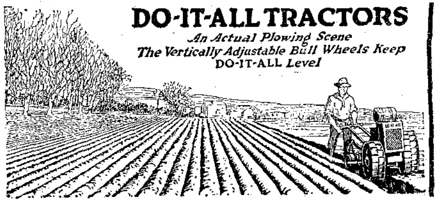

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attitude of labor. If the shipyard men follow the example set by the miners and steel workers, revival will certainly come.

WHY MEAT PRICES ARE HIGH

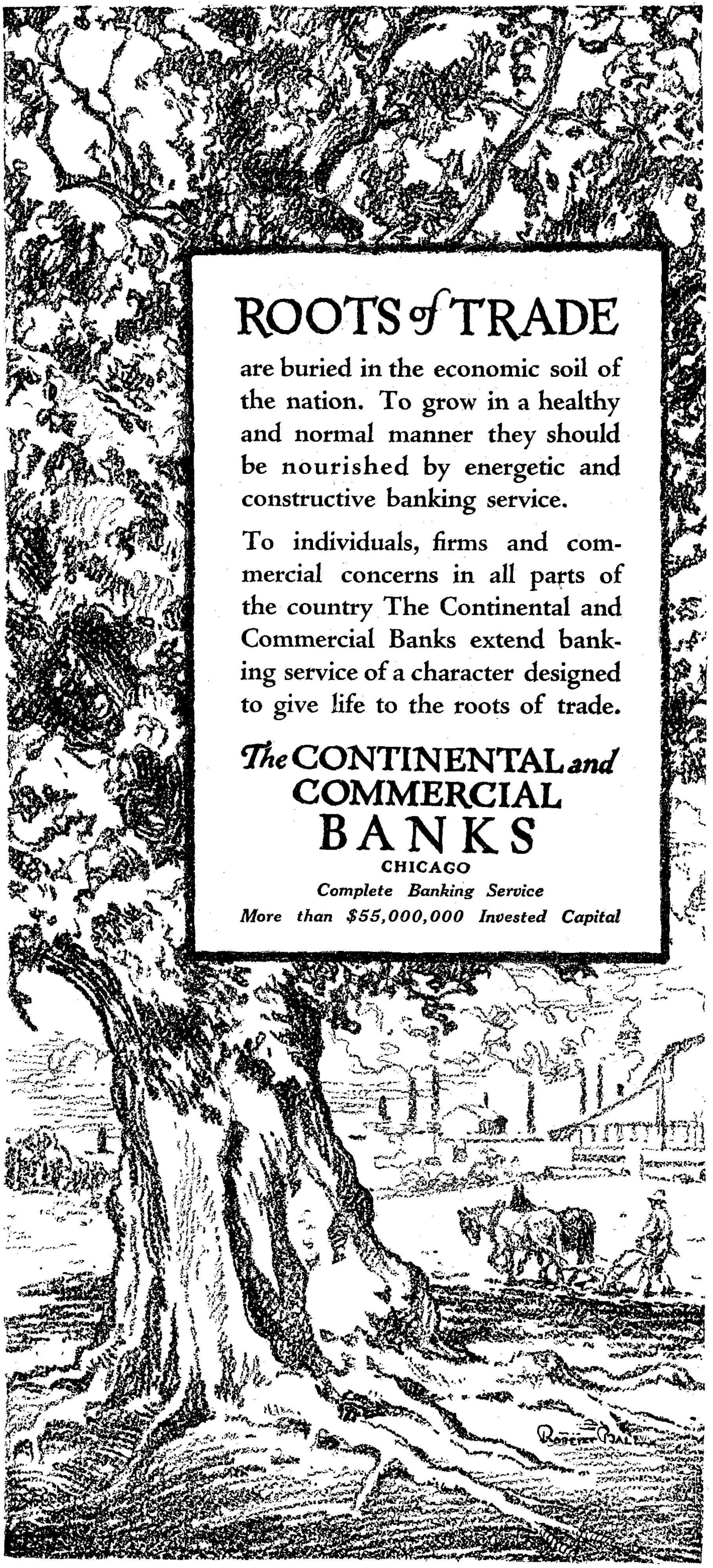
THE angry feelings that rise in the heart of the consumer when he reads about wholesale meat prices being down to almost the pre-war level and considers how his local butcher is charging just about as much as ever are not entirely justified, observes a writer on the financial page of the New York *Evening Post.* Meat retailers are credited by this authority with trying hard to bring down their overhead so that prices will attract the consumer and also bring in a reasonable profit. In this connection certain figures on selling costs for retail meat dealers compiled by the Department of Agriculture are summarized, showing that—

> The cost of retailing meats is now about double what it was in 1913. The investigation covered thirty cities with 3,505 retail meat stores. Accounts of over 400 stores for 1919-20 were fully analyzed, and supplementary studies were made for 1921. Of each dollar that the consumer spent for meat, 81.14 cents represented the wholesale price, 16.57 cents represented the cost of retailing, and 2.29 cents represented the retailer's net profit. The largest item of retailing costs was wages, amounting to 61.86 per cent. of the total. The average wages of meat-cutters increased from 32 cents per hour in 1913 to 60.7 cents in 1921. Between 1919 and 1921 there was a decline in the wholesale prices of meat, but the cost of retailing increased. This shows why meat prices did not come down in the butcher's shop in comparison with the slump in the prices which farmers received for their live stock.

TEMPTING THE ANNAMITE TO LEND

SOME of the French colonial governors are being hard put to it to obtain funds for development purposes. The allowances from the central government seem meager enough and the natives, even where they are prosperous, have not yet been educated to invest, nor indeed, are they likely to be thrifty by temperament. Maurice Long, Governor of Indo-China, has therefore been trying an experiment, which if it succeeds, says the Paris correspondent of *The Wall Street Journal,* "will be repeated and may well be extended into other French colonies." His loan was launched in Indo-China last month. The very launching was itself a novelty, "for the idea of asking the natives to subscribe to the development of their own colonies has not been tried before in French territory." But, we read, "its terms are more novel still":

> The Annamite knows nothing about bonds or coupons, but he knows a great deal about gambling. So the governor-general is asking him to subscribe 50 piastres on the chance of getting 10,000, 1,000 or 500 back by a lucky draw at any time within the next 30 years, and on the promise of getting 100 piastres in any case at the end of thirty years. In other words the loan is for 6,180,000 piastres, or something over 33,000,000 francs, with four annual drawings, involv-



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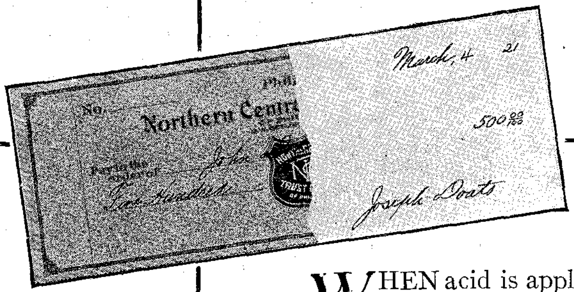

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INVESTMENTS AND FINANCE
Continued

ing two prizes of 10,000 piastres, 10 of 1,000 and 76 of 500, while every bond of 50 piastres is to be repaid at double the figure in 1952. Before the war the piastre was worth 2.5 francs; to-day it is worth 5.75 francs.

Interest rates in Indo-China are common at 20 or 25 per cent., so that a humble 6 per cent. would go nowhere.

If you add that the native bondholder will be able to get advances on his security from the Banque d'Indo-Chine at 6 per cent. and that he will be able to sell it by the establishment of regular markets in all the bank's branches covering all the colonial issues, public and private, you will see that the idea of Maurice Long is to convert the Annamite into something of a financier as well as to tempt him as a gambler. Indeed less than 2 per cent. of the bondholders can obtain prizes, while all of them can speculate on a rise in the market quotation. The Stock Exchange habit may take root in Annam as deeply as in Gotham.

WHERE THE FARMER CAN BORROW

RECENT heated discussions of farm credits and the formation of various new sources of credit available to the agriculturist make useful a brief statement of the chief sources of credit now actually available to the farmer. This list prepared by the New York Trust Company appears in its publication, *The Index:*

1. The Farm Loan Board, supervising
   (a) Federal Land Banks providing long-term loans on farm first mortgages.
   (b) Farm Loan Associations lending on farm mortgages to their members' funds derived from Federal Land Banks.
   (c) Joint Stock Land Banks, authorized under the Farm Loan Act, lending on farm first mortgages.
2. War Finance Corporation, offering short-term credits up to $1,000,000,000 direct to producers of, or dealers in, agricultural products, or indirectly to them through financial and cooperative institutions.
3. Federal Reserve Banks offering rediscount privileges to member banks on agricultural paper having a maturity of not more than six months.
4. Member banks and trust companies offering the usual credit accommodations in their own communities and through correspondent banks.
5. Non-member banks and trust companies offering the usual credit accommodations in their own communities and through correspondent banks.
6. Cattle Loan Organizations.
7. Farm Mortgage Companies.
8. Insurance companies, mutual, stock and fraternal organizations lending on mortgage.
9. Investment bankers arranging farm mortgage loans for private investors, and bond offerings based on mortgages.
10. Merchants, factors and buyers advancing credits against growing crops and other farm products.
11. Private individuals investing direct in farm mortgages.

THE LEXICOGRAPHER'S EASY CHAIR

In this column, to decide questions concerning the current use of words, the Funk & Wagnalls New Standard Dictionary is consulted as arbiter.

Readers will please bear in mind that no notice will be taken of anonymous communications.

"F. S.," Superior, Wis.—"Please answer the following question. In the words *im'pact* (noun), *im-pact'* (verb); *au'gust* (noun), *au-gust'* (adj.); *per'fume* (noun), *per-fume'* (verb); *proj'ect* (noun), *pro-ject'* (verb); *ac'cent* (noun), *ac-cent'* (verb); *prod'uce* (noun), *pro-duce'* (verb), we find the accent on different syllables. Why should *process* and *cement* be pronounced the same while the others have different pronunciations for the different parts of speech?"

There is nothing fixed about English pronunciation. It varies with the moods and tenses of the times. *Abuse*, noun and verb are stressed on the last syllable; so also *accost*, *command*, etc.

In English every word of two syllables necessarily has one of them accented. Some writers have asserted that many dissyllabic words, such as *convoy*, *concourse*, *discourse*, *shipwreck*, are stressed on both syllables, but this is due to a misinterpretation of sounds. They confound the clearness of the enunciation of the last syllable with the accentual stress upon the first.

Certain other dissyllabic words that are nouns and verbs are stressed differently, the nouns being stressed usually on the first syllable, the verbs upon the last, such as *ab'ject*, *ab-ject'*; *im'pact*, *im-pact'*; *pro'ject*, *pro-ject'*; *prod'uce*, *pro-duce'*. This is the result of an instinctive effort on the part of the genius of the language to compensate to some extent for the want of different terminations for these different parts of speech.

In English, in general, the stress is thrown as far back as possible, but it is not improbable that, as the verbs referred to above take additional suffixes in the making of participles, the inclination is to pronounce the part of speech to which the suffix is added with the stress nearer to it rather than upon the first syllable as is done in the noun. The verb can be pronounced easily with the accent in the same place as in the noun, but the participle can not be so easily pronounced and the adjective or adverb formed from it, with that accent. Take, for example, the word *reb'el*, noun. Compare it with *re-bel'*, verb, and stress the participle as you do the noun—*reb'el-ing*, and you will note at once the awkwardness, for one immediately senses the jar—*re-bel'ling* is what we mean.

"M. L. B.," New York, N. Y.—"Please tell me the origin of *Mother's Day*."

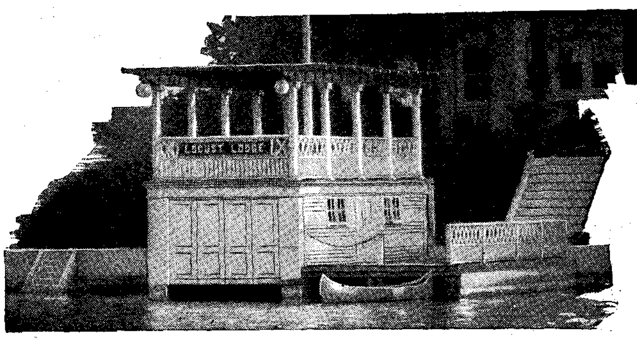
Mother's Day originated through the efforts of Miss Anna Jarvis whose Mother died in 1906. On Sunday, May 9, 1907, she told a friend, whom she had invited to observe with her the anniversary of her Mother's death, that she wished to dedicate a day of the year to all mothers. Before May, 1908, came around many other persons were interested, and organizations were formed to observe the second Sunday in May as Mother's Day.

Philadelphia observed this day on May 10, 1908. Since 1912, the day has been observed in Texas. In 1913 Pennsylvania made it a State holiday. It was first observed in England in 1913. There the second Sunday in May is observed in all churches, and the previous Friday observed in all public schools. The badge of the day is a white carnation.

"R. R. R.," New York, N. Y.—"Can you give me any information concerning the meaning of the term *gallows-hill?*"

There is nothing to explain about the term. The words themselves indicate the meaning—a hill on which the gallows are set. Formerly in each county in England there were a number of such hills, relics of which still exist in spots. Tyburn, the historic place of execution outside the limits of London, was situated on a hill, nearby which the Marble Arch of Hyde Park now stands. On the Surrey Downs near Hind Head and the Devil's Punch-Bowl there is another marked by a gibbet cross, and in 1786 a memorial tablet bearing the following legend was erected there.

"Erected in detestation of a barbarous Murder Committed here on an unknown Sailor; Sept. 24, 1786, by Edwd. Lonegon, Michl. Casey & Jas. Marshall, Who were all taken the same day, And hung in Chains near this place."



Erected in 1909, using 5 different kinds of wood; the only old wood that could be used in rebuilding this Deal Lake, New Jersey, boathouse in 1917 was the original Redwood. It was sound and free from rot, although in contact with the water for 8 years.

Redwood at the Lakeside

WHETHER you build a boathouse, a cottage home or a mansion, the permanent beauty and the cost of keeping it up depend on the character of the materials used.

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Redwood should be specified for

Exterior Construction

including—Colonial siding, clapboards, shingles, door and window frames—gutters, eaves, water tables and mudsills—porch rail, balusters and columns—mouldings and lattice. Pickets and fencing—Pergolas and greenhouses.

Interior Finish

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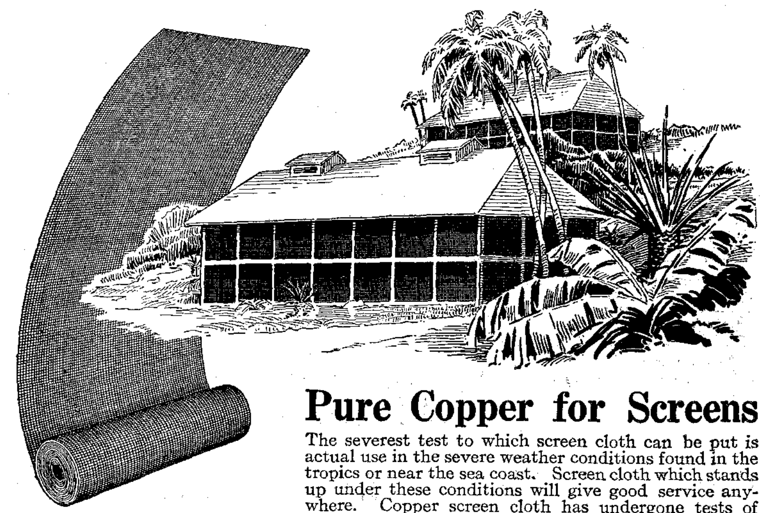
San Francisco Los Angeles

P L The Pacific Lumber Co.
Redwood

The Largest Manufacturers and Distributors of California Redwood

"The Western wood for Eastern homes"



Pure Copper for Screens

The severest test to which screen cloth can be put is actual use in the severe weather conditions found in the tropics or near the sea coast. Screen cloth which stands up under these conditions will give good service anywhere. Copper screen cloth has undergone tests of actual service in the Panama Canal Zone where large quantities of it are used.

Jersey Copper Screen Cloth is uniformly the most durable screen material because it is made of copper 99.8% pure; hence there is no variation in composition or finish. Each wire is of the same high quality. Of all the metals commonly used by man, pure copper is the most enduring.

Jersey Copper Screen Cloth is made by a special Roebling process and compares favorably with steel in strength and stiffness. You will find in Jersey Copper Screen Cloth wearing qualities that no other screen cloth possesses—it is ideal for window, door, and porch screens.

You can obtain Jersey Copper Screen Cloth, 16 mesh, (coarser should never be used) from hardware merchants in many places, or you can specify its use in custom-made screens. Our stores and agencies are located in many cities (main office in Trenton). We will aid you to get it if requested.

We will gladly send you a booklet entitled "A Matter of Health and Comfort" upon request. If you are a home owner, you should read it.

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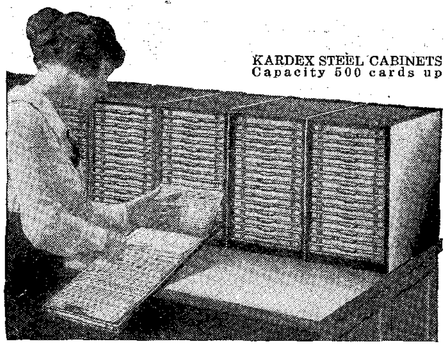
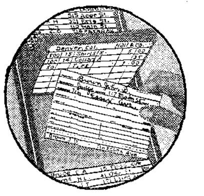
Screen Cloth
TRADE JERSEY MARK

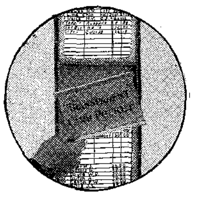
THE NEW JERSEY WIRE CLOTH COMPANY
626 SOUTH BROAD STREET
TRENTON NEW JERSEY



Saved $3,000 a Year in Wages by Kardexing Perpetual Inventory



Your present cards or ledger sheets go in Kardex.



Pockets added singly or in groups. Using backs of card holders doubles capacity.

3,000 card entries a day by only four girls without removing cards save $3,000 in wages. No chance for misfiling.

60,000 users in 300 lines of business. Kardex your sales, advertising, follow-up, payroll, production, inventory, ledger, credits. Use your present cards or up-to-date Kardex card forms.

Write for Kardex Booklets, showing exclusive features. Send samples of your cards or ask for new Kardex card forms. Address

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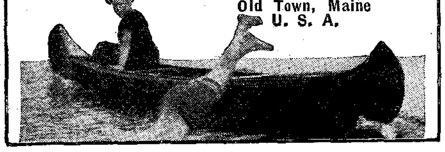


CURRENT EVENTS

FOREIGN

April 5.—The British Government, according to a dispatch from London, has addrest a note to the Allies declaring that, owing to the fact that Great Britain has to pay the interest on her debt to the United States, she reserves the right to call upon the Allies to pay, in turn, the interest on their war debts to Great Britain.

The British Government acknowledges the claim of the United States for $241,000,000 to pay the cost of the American Army of Occupation.

Armand Jeannes, the betrayer of Edith Cavell, the British war nurse shot by the Germans during the war, is condemned to death by a Belgian court.

April 6.—Premier Poincaré wins a vote of confidence in the Chamber of Deputies on his insistence that France must keep up her Army by compelling eighteen months' military service for every man. Two years' service has been required heretofore.

April 7.—Six persons, including two Americans, are killed when two airplanes on the Paris-London aerial express route collide over Thieulloy, 70 miles north of Paris, and crash to earth.

The Japanese Navy Department issues a statement saying that the strength of the Japanese Navy, as restricted by the Washington Arms Conference, is sufficient for the defense of the Japanese Empire.

Irish Republican rebels destroy 500,000 gallons of Belfast whisky and wine as part of the campaign to boycott all goods made in Ulster.

April 8.—Ulster banks at Lanesborough and Castlerea, County Roscommon, are raided by armed civilians and robbed of a total of £900.

April 9.—Irish Republican army members opposed to the Irish Free State hold a secret convention in Dublin and adopt a constitution and declaration of aims, not yet made public. In a speech at Wexford, Michael Collins, head of the Irish Provisional Government, declares "it looks as if civil war can be averted only by a miracle."

Eleven French soldiers are killed and ten injured by the explosion of a mine and a quantity of ammunition hidden in a cemetery in Silesia.

The Council of Ambassadors requests the Swiss Government to permit former Empress Zita of Austria-Hungary to reside in Switzerland.

Pope Pius XI announces that he will do all in his power to contribute to the success of the Genoa Conference.

April 10.—The Genoa Conference, attended by 1,066 delegates and assistants from 34 nations, opens with the election of Premier Facta, of Italy, as President, and an address by Premier Lloyd George, who says that peace is the first need of Europe, and that if the conference fails a sense of despair will sweep over the whole world.

George Gavan Duffy, Minister of Foreign Affairs in the Irish Free State Cabinet, is dragged by a crowd of young men and women from the platform on which he was making a pro-treaty address at Tullamore. British soldiers patrol the streets of Dublin for the first time since the signing of the truce.

April 11.—Michael Collins and Eamon de Valera accept invitations from Lord Mayor O'Neil of Dublin to meet in that city and attempt to reach an agreement on the differences between the Free Staters and the Republicans.

The Allied program for the restoration of Russia, as handed to George Tchitcherin, Bolshevik Foreign Minister, at the Genoa Conference, requires Russia to accept all debts, and reform transport, courts and exchange, and to protect foreigners.

Luis Borno, a Haitian attorney and member of the present cabinet, has been elected President of the Republic of Haiti by a unanimous vote, according to a dispatch from Cape Haitien.

DOMESTIC

April 5.—The Association representing the largest coal operators in Indiana and Ohio reject the proposal of Representative Nolan, Chairman of the House Labor Committee, that operators and miners hold a joint wage conference on April 10.

Governor John Parker, of Louisiana, announces that he will attempt immediately to suppress the Ku Klux Klan in that State.

Senator King, of Utah, introduces a resolution calling for an investigation into the so-called abuses in the Bureau of Internal Revenue.

April 6.—General Gregory Semenoff, an anti-Bolshevik leader of Russia, is arrested in New York at the instance of a firm which charges him with stealing a shipment of woolen goods valued at $478,578.

Chairman Butler, of the House Naval Affairs Committee, introduces a resolution giving the President authority to dispose of the excess fighting tonnage of the Navy, in conformity with the provisions of the Washington Disarmament Conference.

April 7.—Five thousand miners in the non-union coal field of Somerset County, Pa., strike in protest against inauguration of the 1917 wage scale by independent operators.

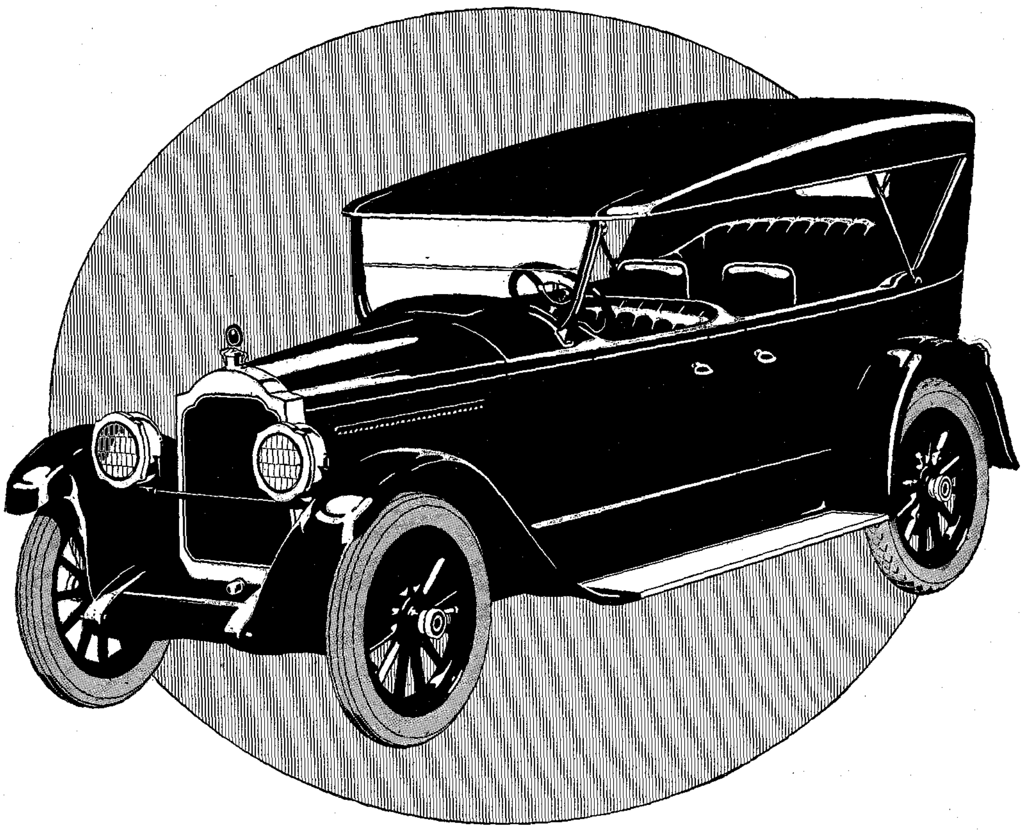
The Senate passes the bill providing for 24 more Federal judges.

April 8.—Seventeen persons are reported dead and more than 80 injured as a result of tornadoes that sweep western Texas and southern Oklahoma.

The 1923 naval bill carrying out the 5-5-3 ratio is reported to the House of Representatives. It carries a total of $233,224,000, and cuts the enlisted personnel from 95,000 to 65,000, plus 2,000 apprentices, leaving the officer total substantially intact.

April 11.—Nearly nine months after it passed the House and was referred to the Finance Committee of the Senate, the tariff bill is reported to the Senate, to be called up for consideration on April 21. It is estimated that the measure will raise between $330,000,000 and $350,000,000.

PACKARD



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Single-Six

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The price of the new Single-Six five passenger touring is $2485 at Detroit
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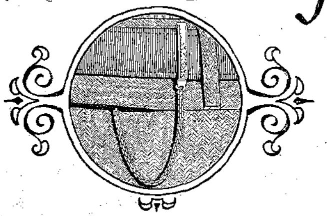
The right
WATCH CHAIN
for summer days



THE patented clasp of the new Simmons Belt Chain slips over the belt and locks firmly. Nothing could be simpler, nothing more secure. Made in a variety of finely wrought link-styles—green and polished gold and PLATINUMGOLD, and in harmonious combinations. The exclusive Simmons process of drawing gold over a less expensive base makes these chains surprisingly reasonable in price.

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The Swivel says it's a Simmons
SIMMONS
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Others are making money—lots of it. Letters just received during this year tell of wonderful successes. You can succeed, too. Start is all you need. I'll gladly help you. Furnish everything---complete outfit, materials, secret formula, full directions, wrappers, etc. Send post card for illustrated book of facts. Tells how to start. Explains most successful methods. Gives all information needed. It's free. Write now!

LONG EAKINS COMPANY
458 High Street Springfield, Ohio

THE SPICE OF LIFE

They Never Are.—Genoa, April 9.—No surprizes are expected.—*Special Cable to The New York Herald.*

Tactics.—"No woman ever takes another woman's advice about frocks."

"Naturally. You don't ask the enemy how to win the war."—*London Opinion, from a Play.*

Stop! Look! Listen!—"Is this a fast train?" the salesman asked the conductor.

"Of course it is," was the reply.

"I thought it was. Would you mind my getting out to see what it is fast to?"—*Evansville Crescent.*

How to Do It.—"A sixty-dollar hat?"

"Yes."

"My husband wouldn't buy me a sixty-dollar hat."

"He would if you started to yell for a grand piano."—*Louisville Courier-Journal.*

Taking a Chance.—MAGISTRATE OF IRISH COURT (after a turbulent scene amongst general public)—"The next person that shouts 'Down with England,' I'll have thrown out into the street."

Prisoner (excitedly)—"Down wid England!"—*London Opinion.*

But Not Vice Versa.—When little Percival arrived at school on the opening day, he carried the following note to the teacher:

"Dear Teacher: Our sweet little Percival is a very delicate, nervous child, and if he is naughty—and he is likely to be naughty at times—just punish the boy next to him, and that will frighten him so he'll be good." —*Wayside Tales.*

Happy Suggestion for Uncle.—Little Spencer let no grass grow under his feet, when uncle came for a visit, before rushing up with this:

"Uncle, make a noise like a frog."

"Why?" asked the old man.

"'Cause when I ask daddy for anything he says: 'Wait till your uncle croaks.'"—*The Van Raalte Vanguard.*

The Spring Fever Patient's Prayer.

Ship me somewhere west of Ennui, t'other side of Have-to-Work;
Pin a blooming tag upon me, bill me to the town of Shirk;
Purge my sordid recollection of the jester's bells and cap;
Find me some Utopian section where there's no one does a tap!

Ship me somewhere west of Ennui, get a fishing-rod for me;
Get me bait and then, doggone y', go away and let me be!
Never mind about provisions from a grocer's musty shelf—
Deviled crabs and like divisions!—let me forage for myself!

Let me stay there, west of Ennui, 'way beyond the toiling zone—
I am selfish, but, doggone me, I prefer to be alone.
Ho! my bones are fairly achin' for a camp along a crick,
And the music of the bacon as it sizzles on a stick!

—*John D. Wells in Buffalo Times.*

And Harder to Spell.—FLUB—"What do you think of Czecho-Slovakia?"

DUB—"Well, it's hard to say."—*Life.*

Sea Air vs. Mountain Dew.—MOTHER—"I wish that the papers would quit writing about these mountain moonshiners."

DAUGHTER—"Why, mother?"

MOTHER—"Because I want father to take us to the seashore this summer."—*Burr.*

No Bargain.—"Dear John," the wife wrote from a fashionable resort, "I enclose the hotel bill."

"Dear Mary," he responded, "I enclose check to cover the bill, but please do not buy any more hotels at this figure—they are cheating you."—*Life.*

Precept and Practise.—SHE—"Oh, George! I've just won a hundred-pound prize for the best article on the cruelty of trapping wild animals."

HE—"Good egg! What are you going to do with it?"

SHE—"Oh, now I can afford a new fur coat!"—*London Mail.*

The Witch!—CONDUCTOR—"Pardon me, madam, but your girl seems more than twelve."

HER MOTHER—"Conductor! Would you take me to be the mother of a girl that age?"

CONDUCTOR—"Lady, don't tell me you're her grandmother!"—*Sydney Bulletin.*

The Stenog's Vacation

(Sung by her boss)

My tYpust is oi hor vacution,
My trpist's awau fpr a week,
My trpudt us in hwr vacarion,
Wgile thse damu kews plsy hudge and seek.

CJORAS:

Oy, breng boxk, bting bzek,
Brung becj mu bOnnie ti my, tp mr;
B)&ng b$xj, b6ng, biex,
Pjing bozk m% beinino-o mx; CH Helk?

—*F. & H. News.*

He Won.—A young but exceptionally brilliant professor in a Western college was dismissed from the faculty because of his inordinate betting. The president, interested in his career, secured him a position in an Eastern college. To the president there he wrote: "The young man has a promising future, and anything you can do to cure him of betting will be a benefit to society."

The professor went East, and was cordially received. Conversation had proceeded but a few moments when he said to the president, "I'll bet you seventy-five dollars you have a wart between your shoulder blades."

The president hesitated. "Young man," he said, "I never bet; but just to teach you a lesson I will take you up."

He thereupon proved to the young man's satisfaction that he was in error, and the professor paid the seventy-five.

The president wrote West relating the incident, concluding—"I hope that I have cured him."

The other wrote back: "I fear the case is hopeless. The very day he left here he bet me one hundred dollars that he could make you take off your shirt."—*Judge.*